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76QLD003 Bedford QLD Bertam Mills NEW.....£11 76SHL01CT Scania Highline CombiTrailer & Container "Eddie





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What would you choose?

Elsewhere in this issue you'll see that it's time for our latest survey, where you can tell us your thoughts about *HC*. So to go with this I thought I'd re-run one of my own little surveys from long ago, to find out what your favourite classic commercials are, and also your least favourite. When I did this before there were some very interesting results, particularly as many vehicles appeared in both categories.

Anyway, as it's been well over five years since we did this, and as we're always getting new readers, I thought it would be interesting to see if the result changes. In addition, back then I only asked for classic lorries, but this time I'd like to open it up to include lightweights. As before though, I'd like you to also tell us why you rate a certain vehicle so highly – or poorly!

As with last time I'll keep the results for a few months to give an overall winner, and loser, a chance to stand out, but to start things off I'll give you a couple of my favourites.

I think regular readers will be aware that I'm a big off-road vehicle fan, and that of all the ones I've driven, both heavy and light, nothing compares to the Mercedes-Benz Unimog. I've driven one out in 'the wilds' and it was totally unstoppable! However, one of my on-road choices may surprise you – the Leyland Roadrunner. After all, these little 7½-tonners are hardly the most glamourous vehicles around.

The one I drove every so often over a five year period, was well over 15-years-old at the time, but was totally reliable, comfortable and just a very pleasant thing to drive.

These little lorries appeared back in 1984 as Leyland's answer to the Ford Cargo, and were even advertised on television. The cab was designed by Ogle Design who'd also penned all manner of things from the Raleigh Chopper push bike to the three-wheeled Bond Bug.

The new lorry hadn't been long on the market when it was uprated with the fitting of a new engine from Cummins, which offered

up to 145bhp if you bought it in the turbocharged form.

In 1990 the vehicle was renamed as the Leyland DAF 45, and slight redesign work saw several changes including the end of the famous window in front of the passenger seat. More power was also offered.

The little Roadrunner might not be everybody's choice of vehicle, but this lorry was incredibly popular at the time and today's DAF LF, the 2002 International Truck of the Year, is a direct development of it – and we all know how popular they are...

STEPHEN PULLEN

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Below: A 1989 example of one of the editor's choices, a Leyland Roadrunner, pictured at last August's Lincoln Steam Rally. Photo Stephen Pullen.



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INCORPORATING CLASSIC TRUCK





Ignition (



Peter Midgley



Left: Peter restored this Albion after his retirement. Photo Gyles Carpenter.

IT is my sad duty to announce the death of Peter Midgley of Pool in Wharfedale, West Yorkshire, on January 25, 2015, aged 80, following a short illness, writes Chris Sant.

Peter and his immaculate Albion Clydesdale dropside, beautifully restored in the grey livery of its original owners HB Wright and Sons, 'Grower of Freedom', were well known on the rally and road run scene from Dorset to the Western Isles.

Peter was born in Pool in Wharfedale in 1934, and on leaving school at 15 served his time as a motor mechanic at Ross Brothers before joining his father working for the family haulage business. Here he mainly delivered paper products for Whiteley's paper mill until the early 1970s, followed by delivering timber for Fowler timber merchants.

Throughout his time working in haulage he also helped his father on the family coal round, and later went full time on the coal. He didn't really like this job, but found it more bearable as, unlike the solitary life of a lorry driver, on the coal round he could talk to all the customers – and if there was one thing Peter enjoyed it was talking!

Peter spent the rest of his working life driving for the family business until retiring in 1997 at the age of 63. However, his lifelong

love of driving and working on commercial vehicles never left him. In the late 1980s he purchased his beloved Albion Clydesdale, SWF 707, and spent the next few years restoring it before spending many happy years out on the road with it attending rallies and completing road runs.

He was very particular about the appearance of the Albion's load as well as the vehicle itself. To avoid that familiar problem of the accommodation on the vehicle looking just like what it was - a caravan with a sheet over it - Peter had a collapsible caravan which folded down neatly to just above the height of the dropsides, and once sheeted over it looked just like an everyday load.

Early in 2014, Peter was diagnosed with cancer of the spine, but with his usual Yorkshire grit he did not let it stop him and he attended his usual run of rallies, even driving the Albion to Scotland again for the Biggar rally.

Peter's final outing with the Clydesdale was very appropriately to the Otley vintage gathering on Sunday, September 14, 2014, only three miles down the road from Pool.

After his initial diagnosis of cancer, Peter walked with the aid of a stick, but as the year progressed he seemed to improve and soon dispensed with the stick, even managing to

climb into the Albion's cab unaided. We all hoped that he would soon be back on the road but it wasn't to be. He was admitted to Harrogate District Hospital in December 2014 with pneumonia and sadly died on January 25.

A quietly spoken, friendly and likeable man, Peter was full of stories of his life and experiences on the road and had friends everywhere he went. This was evident in St Wilfrid's Church in Pool on Monday, February 9, being full to capacity for his funeral, with friends from as far afield as Scotland and Lincolnshire.

Peter's coffin was carried to the church on the Albion which was parked outside during the service with the warm sunshine glinting on its paintwork, a very fitting tribute to its owner's care.

Peter's legacy, the name of Midgley, lives on with sons Robert and John, both well known in vintage machinery circles, and Robert's son Tim, now part of his father's vintage restoration business.

I have fond memories of Peter's recollections, usually in the beer tent at many rallies, and of Sunday afternoons at his garage in Pool tinkering with various mechanical items.

He will be sadly missed.

Henham Steam Rally on the move

IT has been announced that this year's Grand Henham Steam Rally will be staged at Trinity Park in Ipswich, home of the Suffolk Show, rather than its usual venue at Henham Park near Southwold, Suffolk.

This decision was taken by the rally's organisers after lengthy negotiations with the owners of Henham Park failed to produce a contract acceptable to both parties.

Mike Powell-Evans, chairman of the rally's organising committee, says he is disappointed with the outcome. "Henham Park is the spiritual home of the rally and has been its venue for most of its 40year history, so this decision was not taken lightly," he said.

But he added: "The Henham Steam Rally has become an important event, not only for the thousands who take part but also for the many charities that use it to raise thousands of pounds each year. It's therefore very important that it continues and this change of venue will allow it to do so."

As the rally is due to take place on September 19-20, the organisers felt they had no choice but to make this decision now and were pleased that Trinity Park was able to accommodate it.

Over the years, for a number of reasons, the Henham rally has been forced to move to new locations and on each occasion it has proved very successful. The organisers are confident that this move to Trinity Park, on the edge of Ipswich, the county town, will prove to be the same, as it offers new facilities and an opportunity to reach a new audience.

Details of the Grand Henham Steam Rally can be viewed on www.henhamsteamrally.com.





Above: The engine showing the four mono cylinders and side exhaust, front axle and steering links. Photo David Vaughan.

Left: The Schneider chassis, showing the cab-over engine design, making this one of the first vehicles (pre-1920) to use such a design. Photo Goff Radcliffe.

Your chance to buy a real French rarity!

A RARE Schneider wagon chassis located in a Sussex barn is currently on the market, writes David Vaughan.

Mention the name Schneider to a lorry enthusiast, or indeed try to look it up in a list of manufacturers of commercial vehicles, and my guess is that you would not get much by way of response.

This is because the manufacturer, whose factory was based in the French town of Creusot, was largely known for its production of buses for Paris and other municipal undertakings, usually with bodies by Scemia. The automobile division of Societe Schneider was taken over in 1914 by the better-known French commercial vehicle manufacturer Somua.

After the war, as in this country, a large number of exarmy lorries came on the civilian market and one such vehicle with a Schneider HAR5 chassis, serial number 1176x7456, eventually found its way to Cambrai in Northern France. It originally had a tipper body operated by an unusual but effective cable system.

The vehicle was stored, possibly with a view to future restoration, but was kept outside with the result that its condition

deteriorated until, in 1984, it was purchased by British enthusiast Goff Radcliffe, who then owned a haulage company specialising in the transportation of equipment and props for theatres, operating all over Europe. Goff transported the lorry back to the UK and put it into good, dry, covered accommodation.

Pressure of work and other restoration projects meant that work on the Schneider did not start until 1996. Goff, with help from his friend Simon Ashdown, stripped the vehicle down and had the chassis shotblasted and painted and the spring hangers and pins remade.

Remarkably, most of the pieces of the lorry were in good order and Goff was pleased to see that only the cab and related tinwork, along with a few other minor parts, would need to be rebuilt from pattern. The lorry, which has a four-cylinder petrol engine, is heavily engineered, as is apparent from the deep chassis frame and the heavy rear springs.

Further work on the Schneider was postponed following a move to new premises and Goff's subsequent sale of his haulage business. Goff himself, although now semi-retired, still holds a class one licence and drives parttime, proving that "An old

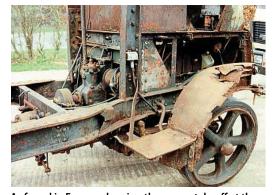
trucker never dies, he just changes gear!"

Goff has decided, somewhat regretfully, that, due to his age, it's time to sell the lorry. There are examples of Schneider buses in French museums and a Scemia-Schneider municipal vehicle is tucked away in a museum in Belgium; but, as far as is known, the lorry, currently residing in a barn in East Sussex, is the only known example of this rare make in the UK.

At the time of going to press, the lorry is still on the market. If any reader is interested please contact Goff through this magazine.



The worksplate, showing the chassis type HAR5 and the amalgamation of the firms Schneider, Scemia, and Somua. Photo David Vaughan.



As found in France, showing the power takeoff at the rear of the cab. Photo Goff Radcliffe.

Newark Showground venue for 2015 AEC Society Rally

THE AEC Society is pleased to announce that its 2015 rally will be held over the bank holiday weekend of May 23-24 at the Newark Showground, Nottinghamshire.

All makes of classic commercial vehicles over

7.5 tonnes are welcome. A free shuttle bus service will run from Newark town centre and Newark Northgate railway station on both days. For further details, whether for vehicle entries, stallholder entries or just general

enquiries, please email membership@aecsociety.com or call 07504 974776 or send an SAE to Howard Berry, AEC Society Rally Secretary, 7 Donaldson Drive, Cheswardine, Shropshire TF9 2NY



Events for March and April 2015

Visitors are advised to contact the organisers prior to travelling. We cannot be held responsible for errors in this listing.

22 March **GARSTANG AUTOJUMBLE**

Hamilton House Farm (A586, off A6) Garstang, Preston, Lancs PR3 0TB. Enquiries tel: 07836 331324. Website: www.garstangautojumbles.co.uk

COMMERCIAL VEHICLE GATHERING

(formerly Mac's Café meet) Yewtree Garden Centre, Newbury, Berkshire RG20 0NG Enquiries tel: 01494 482644

28 March LINCOLN AUTOJUMBLE

Former RAF base, Hemswell, Lincolnshire DN21 5TJ Enquiries tel: 07816 291544. Website: www.lincolnautojumble.com

HERITAGE TRANSPORT SHOW & SOUTH EAST BUS FESTIVAL

Kent Showground, nr Maidstone, Kent ME14 3JF Enquiries tel: 01622 633054

28-29 March **SPRING TRANSPORT FESTIVAL**

Museum of Transport, Boyle Street, Cheetham, Manchester M8 8UW. Enquiries tel: 01612 052122. Website: www.gmts.co.uk

29 March **OPEN DAY**

Whitewebbs Museum of Transport, Whitewebbs Road, Enfield, Middlesex EN2 9HW Enquiries tel: 02083 671898. Website: www.whitewebbsmuseum.co.uk

SOUTH MIDLANDS AUTOJUMBLE

Ross-on-Wye Livestock Centre, Ross-on-Wye, Herefordshire HR9 7QQ Enquiries tel: 01989 750731

4-5 April START OF SEASON EASTER GALA

East Anglia Transport Museum, Chapel Road, Carlton Colville, nr Lowestoft, Suffolk NR33 8BL Enquiries tel: 01502 518459. Website: www.eatm.org.uk

ST DENNIS STEAM & VINTAGE RALLY

St Dennis, between Newquay and St Austell, Cornwall. Enquiries email: lobb81@googlemail.com

KIRKBY STEPHEN & BROUGH CLASSIC COMMERCIAL VEHICLE RALLY

Kirkby Stephen and Brough, Cumbria CA17 4QT Enquiries tel: 01539 623254. Website: www.cumbriaclassiccoaches.co.uk/ecvg.shtm

A PAGEANT OF TRANSPORT

The Beach Lawns, Weston-super-Mare, Somerset. Enquiries tel: 01934 627563/01934 629800/07715 620952

5 April **MUSEUM OPEN DAY**

Lincolnshire Road Transport Museum, Whisby Road, North Hykeham, Lincoln LN6 3QT Enquiries tel: 01522 500566. Website: www.lvvs.org.uk

TRANSPORT FEST

Museum of Power, Hatfield Road, Langford, Maldon, Essex CM9 6QA Enquiries tel: 01621 843183. Website: www.museumofpower.org.uk

5-6 April **28th WESTON PARK TRANSPORT SHOW**

Weston Park, Weston-under-Lizard, Shropshire TF11 8LE. Enquiries tel: 01922 643385. Website: www.transtarpromotions.com

9-12 April **GREAT NORTH STEAM FAIR**

Beamish Museum, Beamish, Stanley, Co Durham DH9 0RG Enquiries tel: 0191 3704000. Website: www.beamish.org.uk

12 April **A-Z SPRING ROAD RUN**

Start: Warminster Central Car Park, Wiltshire **BA12 9AD** Enquiries tel: 01747 823365. Website: www.thectp.org.uk

RIDE THE AMBERLEY BUSES

Amberley Museum & Heritage Centre, Station Road, Amberley, nr Arundel, West Sussex BN18 9LT Enquiries tel: 01798 831370. Website: www.amberleymuseum.co.uk

BUS & COACH SHOW

The British Commercial Vehicle Museum, King Street, Leyland, Lancashire PR25 2LE Enquiries tel: 01772 451011. Website: www.bcvmt.co.uk

SKIPTON 4X4 & VINTAGE SPARES DAY

Skipton Auction Mart, Gargrave Road, Skipton, Yorkshire BD23 1UD. Enquiries tel: 01697 451882. Website: www.4x4sparesday.co.uk

18-19 April SANDBACH TRANSPORT FESTIVAL

The Commons, Sandbach Town Centre, Cheshire CW11 1EG Enquiries tel: 01270 766238. Website: www.sandbachtransportfestival.co.uk

COLNE VALLEY VINTAGE RALLY

Colne Valley Railway, Yeldham Road, Castle Hedingham, Essex CO9 3DZ Enquiries tel: 01787 461174. Website: www.colnevalleyrailway.co.uk

STOKE PRIOR VINTAGE GATHERING

Stoke Prior Sports and Country Club, Westonhall Road, Stoke Prior, Bromsgrove, Worcestershire B60 4AL. Enquiries tel: 01527 575003. Website: www.shakespearesrally.com

19 April **SPRING GATHERING**

London Bus Museum, Cobham Hall, Brooklands Road, Weybridge, Surrey KT13 0SL Enquiries tel: 01932 837994. Website: www.londonbusmuseum.com

GARSTANG AUTOJUMBLE

Hamilton House Farm (A586 off A6) Garstang, Preston, Lancashire PR3 0TB Enquiries tel: 07836 331324. Website: www.garstangautojumbles.co.uk

25 April LINCOLN AUTOJUMBLE

Former RAF Base, Hemswell, Lincolnshire Enquiries tel: 07816 291544.

Website: www.lincolnautojumble.com

25-26 April **WESTBURY TRANSPORT & VINTAGE GATHERING**

Top Field, Flowers Farm, Westbury Road B3098, Bratton, Westbury, Wiltshire BA13 4TT Enquiries tel: 01373 864166.

ACKWORTH SCAMMELL SPECTACULAR & HISTORIC VEHICLE SHOW

Ackworth Water Tower, A628 Ackworth Road, Pontefract, Yorkshire WF7 7ET Enquiries tel: 01977 617327/07816 018291

MID SUFFOLK SHOW

Stonham Barns Showground, Pettaugh Road, Stonham Aspal, Stowmarket, Suffolk IP14 6AT Enquiries tel: 01449 711111. Website: www.stonham-barns.co.uk

MUSEUM DEPOT OPEN WEEKEND

London Transport Museum Depot, 2 Museum Way, 118-120 Gunnersbury Lane, Acton Town, London W3 9BQ Enquiries tel: 020 7565 7298.

RIVERSIDE STEAM RALLY

Website: www.ltmuseum.co.uk

Riverside Holiday Park, Southport New Road, Banks, Lancashire PR9 8DF Enquiries tel: 07831 495400. Website: www.riversidesteamrally.co.uk

26 April

NEWBURY 4X4 & VINTAGE SPARES DAY

Newbury Showground, Chieveley, Berkshire RG18 9QZ Enquiries tel: 01697 451882. Website: www.4x4sparesday.co.uk

THE CHESHIRE RUN

Start: Poplar 2000 Services, Lymm (adjacent J20/M6), Cheshire WA13 0SP Enquiries tel: 01925 652647. Email: thecheshirerun@hotmail.com





Just a couple of commercials taking part in last year's event.

Llandudno Transport Festival

THE dates for this premier event have now been announced as May 2-4, at Bodafon Fields, Llandudno, North Wales LL30 1BW.

Road runs will be held on the Saturday and Sunday evenings starting at 6pm from the showground, Conwy, on Saturday and the Marine Drive round the Great Orme on Sunday. Gates open from 9am to 5pm daily with the shuttle bus service to town starting at 10am.

All entries are now full, including 150 commercials, 100 light commercials, military, fire engines, buses, tractors, motorcycles, classic cars and over 100 trade and autojumble stands.

For more information visit www.llantransfest.co.uk or write including an SAE to Llandudno Transport Festival, 48 Church Road, Rhos-on-Sea, Colwyn Bay, Conwy LL28 4YS.

Two's Company



A PAIR of rare left-hand drive export model Ford Thames 400Es came up for sale recently at one of Morris Leslie's classic auctions at Errol airfield in Tayside, writes Bob Weir.

"The previous owner was a Danish collector," said auction manager Keith Murray. "The 400Es are equipped with the standard petrol engine and a three-speed gearbox. The van was registered in 1961 and the pickup in 1962."

Made between 1957 and 1965, the 400E was the predecessor of the Ford Transit. The model was available in several formats, including a pick-up, panel van, minibus and camper. Buyers could also choose between a 1703cc petrol engine in either a low or high compression format or a 1.6L Perkins diesel. LHD versions were also built at Ford's assembly plant at Copenhagen in Denmark, and were marketed as the Freighter or Freighter 800.

Drive it – to Cheshire

THIS year's North West season opener, the Cheshire Run, will take place on the same day as the Federation of British Historic Vehicle Clubs' Drive It Day, Sunday, April 26, where owners of all types of roadworthy classics, from motorcycles to heavy haulers, are encouraged to take to the roads.

The Cheshire Run takes a circular 90-mile route, starting at the Poplar 2000 Services at Lymm alongside the A50 at 9am. For more information see the contact details in the events listing page.

No more counterpart...

THE paper driving licence counterpart was introduced in 1998 to display information that could not fit on the photocard driving licence. Predominantly, it gives information on penalty points and provisional vehicle entitlement. However, after 17 years of doing its job, the counterpart will be abolished on June 8, 2015.

Those in circulation after this date will no longer have any legal status and should be destroyed.

The reason for abolishing the counterpart is to reduce the burden on motorists. For most drivers there simply isn't a need to have this information on a piece of paper when it is now freely and easily available online. It also saves drivers from paying £20 to replace a lost or damaged counterpart.

There are of course many times that the counterpart can be used to check if a driver can legally drive. So, before the counterpart goes, the DVLA will provide new online driving licence enquiry services in addition to those currently available by phone and post.

This will be the first of the new online services. The service, which will be available in the spring, will allow a driver to generate a unique, one-time access code for their driving licence record using the DVLA's 'View Driving Licence' service. To access the customer's record, the code from the customer and the last eight digits of their driving licence number will need to be input into the online service.



STEPHEN PULLEN spullen@mortons.co.uk

Heritage Commercials, Mortons Heritage Media, PO Box 43, Horncastle LN9 6JR

Winton's Transport



I am writing to add some more tales to the letter about Winton's Transport of Rotherhithe in the Surrey Docks area in South London. This appeared in *HC* in issue 228 back in 2009.

In 1961, I was employed by Winton's as an apprentice motor mechanic. At that time my uncle, Jim North, was its only fitter. He was an ex-Second World War trained REME engineer. While I was still at school aged 13/14, I started to assist him at weekends, as uncle Jim worked seven days a week to keep the aging fleet going.

The Surrey Docks area was a virtual ghost town at weekends, and with Jim's guidance I was soon driving elderly (1950) AEC Monarchs with 7.7-litre engines around the timber wharf of Gabriel Wade & English, where Winton's workshop was situated.

The fleet consisted of 1947-50 AEC Monarchs, one Thames Trader six-wheeler, one Commer TS3 artic with a Scammell hitch, Austin and Dennis rigids. Later editions of AEC Mercury and TK Bedford came with the merger of British Wharf & Transport of Deptford.

All these vehicles carried huge loads of loose bundles of timber sets, often overhanging the cabs and rear ends and secured by chains and toggles. The Ford would appear every second weekend for a

replacement head gasket, such was the strain on its small engine. The Commer two-stroke was also a regular for decoking, being well thrashed by Jimmy Moore, its regular driver.

Under uncle Jim's guidance, I was soon doing head gaskets and engine rebuilds on AEC 7.7s, and many other varied jobs. It was a great place to work for a young lad. A timber yard was fascinating then, watching ships from the Baltic berthing in the Thames, the dockers assembling timber sets in the holds and these then being craned out on to lorries, the drivers then chaining up and hanging bits of rag to huge overhangs as warning markers – no regulations in those days!

When the lorries left the wharf these overhangs would graze the top of dock walls, while the tail end would almost demolish the gates behind them!

On one occasion I was told to accompany old Tommy French (who was then approaching 65 years old) to Grimsby with a 70ft long Greenheart log. These were taken from Lady Dock on Surrey Docks, floating in water and all covered in slime. Loaded on to bolsters on a four-wheel rigid AEC there was at least 15/20ft out front and a similar rear overhang. Then it was nail on some rag markers and off we went.

It was a 4am start through Rotherhithe

tunnel and up through London to join the A1 north. At 20-30mph we reached Grimsby in the late evening and then went into digs. All the way we couldn't have a conversation as those AECs were deafening.

Tommy's driving, to me as a young lad, was superb. This was my first experience of sleeping digs, and I was hooked – this was the life for me. In the end I was to spend 45 years on the road behind the wheel, and I'm now retired aged 68.

Mr Winton was a fair boss, and there was lots of variety with repairs to cranes, dockside tugs, Ferguson tractors etc. In the workshop we also built several Scammell-hitch trailers with the help of a talented arc welder called 'Lou' Arthur Courtman, a friend of my brother Micky, who incidentally drove a Bedford TK and then an AEC Mercury artic for British Wharf.

After about three years I moved on, having learnt the job – no college courses in those days. I went to Lawler Motors in Deptford, a Mercedes dealership and multi-vehicle repairer. Those early Mercs were so different – but that's a story for another time.

David Forrester Bolton

Well done David, your memories have earned



Desert DAF

I am writing about the photo of the DAF 2800 on page 88 of the January issue. From what I can remember this would have been around 1975.

My father worked for that company for a short while, where he drove a left-hand drive 2800 artic. The company was based on Romford Road, just down from Woodrange Park Station, but the site is now a Tesco Express store.

The man who drove the 'Desert DAF', who I believe was called Jason, actually had it built specially. It was his idea, although I'm not

sure if he saw this on other trucks while driving in the Middle East. The super-single tyres were actually the spares for the trailer and would bolt on to the DAF using a special hub device.

The driver was featured in a newspaper, although I can't recall if it was a local or national paper.

The 'S' on the truck stood for either Steeremt or Stearemt.

K Everett Harlow, Essex



Miniature motors

I am writing with reference to the letter about the restored Dennisons in the February issue of *HC*, as I have scratch-built some models of these lorries. I used a photo I found on the internet to build the Little Island one. I built it last year and it is 1:24 scale. It's interesting to know it is still around. I built the Blackpool Van Transport one about two to three years ago in the smaller scale of 1:50. They are both made using plasticard and are all scratch-built except for the wheels.

Eddie Waugh Via email



United Molasses

I enjoyed reading the United Molasses in the February issue of HC – it was very interesting and the photos were brilliant. In the 1950s the transport contractor, Thomas Allen Ltd, ran some Scammell R8 tankers in United Molasses colours on contract hire. Molasses was used in animal feed and it also had industrial uses, such as the making of tyres. It was also added to concrete to delay hardening when required.

H Daulby South Croydon, Surrey

Future drivers

Reading the February issue of *HC*, I was relating to your comments about young drivers coming into the game. There was a time when young lads would jump at the chance to go on a trip with a driver, and there are many drivers today who from that first experience became so addicted that they pursued it as a career.

There may be many reasons as to why young lads may not be so drawn to the job any more; and I think that many drivers are reluctant to take a younger person with the knowledge that at the destination the passenger will not be allowed on site.

However, it was the introduction to these sites where the passengers would learn the ropes. I remember often visiting the various sugar beet factories with my father and older brothers, and so when I became a driver I already knew what to do when I made my first delivery.

The same could be said for the varying tasks such as roping and sheeting, coupling, general maintenance, wheel changing etc.

I remember when I was about 11 years old, one Saturday morning in my father's yard I reversed a Leyland Buffalo coupled to a 40ft trailer into a space. Then I dropped the trailer so that I could wash the unit and grease it up. A visitor to our next door neighbour came rushing round and told my father that his son was moving the lorries. My father replied: "Watch him, he'll put that anywhere." It was being brought up like that and encouraged at a young age that got me involved in the job, and it's a shame life is so complicated and legislated now that a young lad practising reversing would be deemed by some as suffering child abuse.

Interestingly, I note Alan Barnes' contribution on the history of Knowles Transport contains three wonderful archive photographs showing a young man with his father's lorries. There is probably no better illustration of what can be achieved when you are introduced to the industry at a young age.

Tony Knowles has known nothing but transport all his life, and it's hardly surprising that his knowledge and expertise is reflected by the success of his business today, and the wonderful contribution to the restoration of many past British marques of lorry.

Another reason contributing to why the younger generation are not coming into the industry is the Driver CPC. A young driver now has to acquire this together with his licence, and this would cost around £4000. Many people just haven't got that kind of money to invest in becoming a driver.

The industry will have to invest in affordable training, as without this, many a young driver's dreams are shattered before they even climb into a truck.

Paul Fox Via email

Ward La France

Your report on the HJ Pugh auction in the February issue caught my attention, with the photo of the Ward La France wrecker taking me back to my first job on leaving school in 1970. This was to resurrect the remains of the surviving, but worn out, wrecker CVY 992 which had been parked up for some time at Elliott Hauliers, Bradley Lane, Rufforth, York.

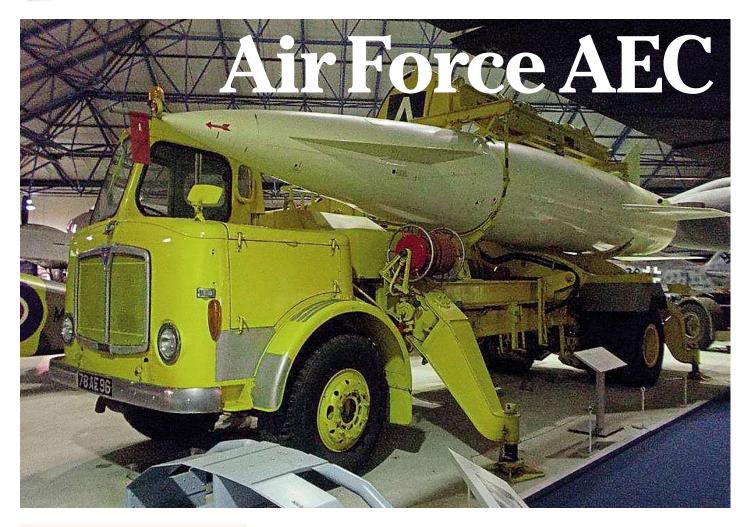
Fortunately I kept hold of the US Army publications we had accumulated over the years, including the technical manual.

On reading the details of winch capacities, I suspected the values were overegged, as I remember the Pacific twin rear winches were rated at 26 tons each. On checking the technical manual, the front winch is rated at 20,000lb (nine GB tons, 10 US short tons) and the rear winch at 47,500lb (21 GB tons, 23.5 US short tons) both rated as single pull.

Anyway, that's my wrecker anorak off for today!

Peter Elliott Via email





Can you help?

Back in the November 2006 issue of *HC*, there was a picture of a Leyland Comet 75 in W Barker livery. I am hoping that somebody can tell me the cab colour as I am converting a Dinky model to represent this lorry as part of my display of cut 'n' shut diecasts.

I have just bought a Corgi Scania which I will display alongside the Leyland. Both will be loaded with hazel sticks to represent timber haulage 60 years apart.

Trevor 'Artful Bodger' Smith Bournemouth

REME 'binners'

In Mike Blenkinsop's feature 'Let it snow' in the February issue of *HC*, Mike mentions that the Commer-cabbed Ford 'binner' box vans were designated E2, and were only two-wheel drive configuration.

If he looks at my letter in the December 2014 issue of *HC*, he will see two 'binner' Commer-Fords and these were definitely 4x4s.

Colin Chesterman Groby, Leicester I was recently at the RAF Hendon museum complex and this AEC was on display near the Vulcan. What is noticeable is the rear suspension setup; perhaps one of your expert readers could enlighten us on what and why it is set up like this.

Nigel Hope Christchurch, New Zealand

Molasses memories

Your recent article on United Molasses transport brought back the memory of a story told to me by my uncle Gordon, who was a night trunker driver for Bowkers at the time, and lived in Islington in London.

His wife had just had their baby daughter and the baby had a terrible time sleeping at night because just down the road was a bus garage. The drivers would bring the buses out very early in the morning and park them with their engines running along the central reservation. Several times Gordon remonstrated with the drivers but nothing changed.

One early morning after a very sleepless night for the baby, a bus was parked outside their house with the engine revving away but no driver. Uncle Gordon went out to the bus with the intention of moving it down the street, as he had done before, but he found the cab was locked. Unperturbed by this he went back indoors to put plan B into action.

Gordon came out again with a five gallon drum of molasses. He then slid the driver's window back on the bus and poured the whole five gallons of black sticky molasses through the window on to the seat and all over the floor

This was done in the dark, remember. Anyway, Gordon went back indoors and peeped through the curtains. The bus driver eventually came back to take the bus out, jumped into the cab in the dark and came out blacker than a 'tally man's heart'! The buses were never left in the road with their engines running again!

By the way, to younger readers, a tally man would sell goods on a weekly payment scheme and in those days were known for being very hard-hearted with folks who didn't keep up their payments.

Paul Bundy Louth, Lincs







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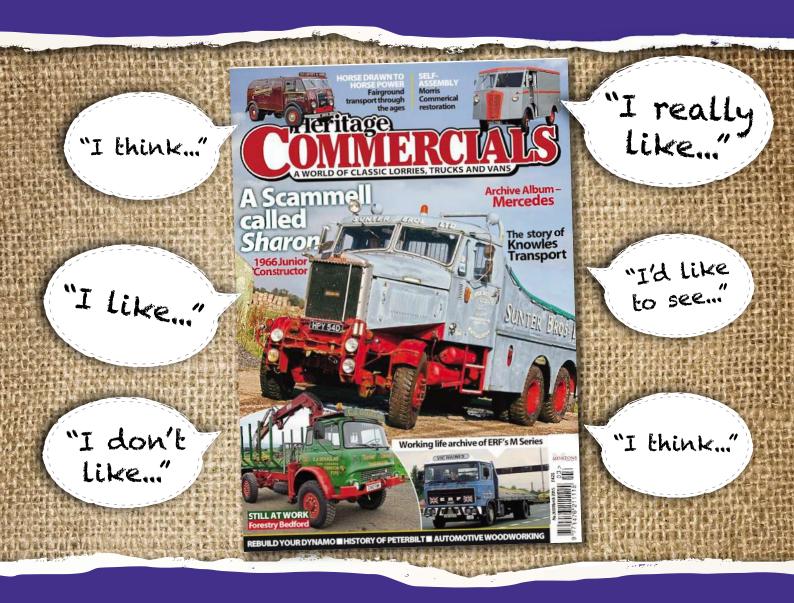
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Sheer class





In Dean Reader's article 'Sheerline – sheer class' in the January issue of *HC*, he mentions another surviving Sheerline. I took the attached photo of this 1955 ambulance on the 2004 Bournemouth to Colerne Road Run. I am also enclosing a photo of Barry Stokes of Telford's Foden. He is trying to find out its history and would be grateful if any readers could help.

Barry J Fenn Telford, Shropshire



Relying on DAFs

In answer to the question on page 80 of the February issue of *HC*, I owned and operated a 2800 DAF tractor unit. I ran it 24/7 for several years and it turned out to be 100% reliable. In fact I was so pleased with it that when it was due for replacement I got a 3300 DAF.

I enclose photos of both vehicles.

W A Sales Rushden, Northants



It's a Bedford

I was looking through the 300^{th} issue of HC and came across the article by Dave Bowers about old road trains. On page 96 there was a photo of an unidentified derelict ute. I'm just writing to let you know that it is a 1951 Bedford PC – the earlier JC had bigger side lights.

I have enclosed a photo of my 1947 Bedford JC and 1952 PC.

Ted Chillingworth Waltham Abbey, Essex



William's lorries

I have just read with interest your article on William Hunter in the March issue of *HC*. William was one of the five organizers of Riverside Steam and Vintage Rally, Southport New Road, Banks, Southport PR9 8DF, where all proceeds go to local charities. We thought readers may be interested to know that at this year's event on April 25-26, William's family have asked us to do a special display of 18, or possibly more, of the vehicles that William restored over the years.

Peter Wareing Via email





1959 Unimog owned by John Philips of Southmead, Bristol, photographed at the 2013 Gloucester Steam Fair.



Robert Willson's 1965 Unimog 406 at the CVC Show Malvern in 2010.

Mad on Mogs!

I've just read the editor's intro in the March issue of *HC*, and if I had known before that all it takes to cheer him up is a picture of a Mercedes Unimog I would have sent these in earlier!

Jim King, Billericay, Essex

Thanks Jim, it works every time! - Ed.





Above: 1977 Unimog 1300 at Barleylands, Billericay, Essex in 2012.

A 404S at the second HCVS Ridgewell Road Run in 2007.

AFS remembered

Having been a member of the Auxiliary Fire Service I am always pleased to see restored AFS vehicles, like the Commer on page 62 of the February issue of *HC*. There was a fire station at the end of the street in Connah's Quay, Flintshire, where I lived as a boy.

I would spend hours watching the firemen carrying out drills. At a later date a two-way brick building was constructed at the rear of the fire station to house two vehicles. These were a Bedford S Type 4x2 pump, and a Bedford R Type 4x4 pipe carrier, which carried one third of a mile of 6in diameter plastic pipes, which were connected to the 6in outlet on the Bedford. In hilly areas the pumps had to be closer on the up grades.

I have a book entitled The Green Machine –

AFS, Civil Defence and Police Mobile Column by Barry R Hollis and John Thompson. It contains listings of AFS vehicles, including RYX 435, which says it was 38A51690 in Gloucestershire. It was reissued to Somerset in 1958, and sold via Branston 11/88, whatever that means.

I joined the AFS when the fire station was in Connah's Quay. Some time later a new larger station was built in Queensferry, which was only a mile or so from Connah's Quay. One day I was sitting in the reception room, which contained a full-sized snooker table, when a fireman came in and told me I was wanted in the station office.

In there was a sub officer, which is a rank above leading fireman, who informed me that I

had been made leading fireman, and he gave me two chrome-plated bars, one for each shoulder. This allowed the AFS to go off station to carry out drills. Prior to this we always had to have a regular fireman with us.

One of the drills we often did was at the power station at Connah's Quay, and involved pumping the water out of the basin at the base of the cooling towers.

At the time I was always being asked to join the regulars, which I would have loved to do, but as I wore glasses this was not possible.

K Humphries Meliden, Denbighshire





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ATLANTIC Conveyer Sometiment of the conveyer o

Words: Bob Tuck Photography: Bob Tuck/As stated





Main: The 20th Rotinoff ever made – there were only 35.

Inset: Graham Booth never wanted a Rotinoff, but he's glad he's got one now!

George Rotinoff only built something like 35 of his massive 'Atlantic,' 'Super Atlantic' and 'Viscount' heavy haulers during the 1950s but thankfully a fair number have survived. Graham Booth is now the proud owner of the 20th Rotinoff to be made and he reckons the engineering to his Atlantic 6x4 was way ahead of its time. Bob Tuck admires yet another fantastic Booth restoration and enjoys a stint behind the wheel of this massive head turner.

ow 58 years young, Graham Booth has long been a strong pillar to the preservation/restoration world. Over the last 30 plus years, he's lost count of the number of vehicles that have passed through his magic making hands (60 plus may be a conservative estimate) although if he has a preference of what he restores, then it has to be heavy haulers of yesteryear – the bigger the better.

None come much bigger than the Rotinoff but Graham has never been a fan: "I remember the first time I saw one was in Walker's yard at Witney in the early 1980s and I wasn't impressed," he says. "It looked too big, too smooth and too much like a Thornycroft Antar – another motor I'd never liked. The impression I got then was the Rotinoff looked like a lump of nothing."

That's quite a damning description from one of the biggest heavy hauler fans you could find but what we should stress is this conversation is very much past tense. Yes, Graham did think all those things about the big Rotinoff but talk to him now and you'll discover he's one of George Rotinoff's biggest fans: "If and when I ever get to heaven," says

Graham, "I'd like to look up the late George Rotinoff and shake him by the hand to congratulate him in building something that was light years ahead of its time."

To say that Graham has changed his mind about the Rotinoff is something of an understatement but to discover the reasons why, we'll have to turn the clock back to the year when Graham was only three-years-old.

FOUNTAIN OF KNOWLEDGE

When it comes to anything Rotinoff, the fountain of knowledge has long been Birmingham based transport historian Paul Hancox. For more than 40 years, Paul has made it something of a personal crusade to seek out as much verbal and printed information as possible on the Rotinoff dynasty. To that end, Paul has probably forgotten more about Rotinoffs than most of us will ever know. He's still on the search for material so if you think you can help him he can be contacted at 01217 494658.

Over the years, Paul has had several articles published on the topic and we have no intention of stealing any of his thunder as he, of course, has enough material to fill a book or three on the life and times of the Rotinoff family.

Classic Restoration



The cab and tinwork was the only real problem, so Graham got busy with his new welding gear. Photo Leanne Booth.



Graham's friend Dave Lythgoe helping out with the shotblasting. Photo Graham Booth.

That family originally came from Georgia but they were to settle in England in the early 1900s and subsequently George Rotinoff decided to use his engineering experience to build heavy haulers in the early 1950s at a factory in Colnbrook near Slough.

It was always said that George used the wartime Diamond T 980/981 6x4 tank transporter as a guide for what he had in mind – although the Atlantic was head and shoulders bigger than the 980s. You can also tell that he was influenced by the Thornycroft Antar which entered service with the British Army as its first choice, tank transporter in 1951.

With so much competition at the time (Scammell was also unveiling its big 6x6 Constructor in the early 50s) George had to

travel far to seek orders for his heavyweight specials. He was able to sell the – slightly – lighter 'Viscount' into Australia where it was used as a roadtrain cattle transporter while export orders to both the Iraq and Swiss Armies were made for the Atlantics.

Visually there's not a huge amount of difference between the standard Atlantic and the Super version. Both had the Rolls-Royce diesel engine and while the Atlantic had the six-cylinder supercharged version – originally pushing out 252bhp – the Super had the eight-cylinder, supercharged Roller which was to produce a massive 366bhp. In the late 1950s, such an output for a truck engine was almost unheard of.

Because of the extra engine size, the front

end overhang of the Super (the bit protruding ahead of the front axle) was 10in longer than the Atlantic. And the Super was to have twin exhaust stacks rather than just one on the Atlantic. Both models were available with either huge super single tyres on the drive axles or slightly smaller twin tyres.

In fairness, everything about the Rotinoff was both big and heavy. We'll come back to the nitty-gritty in a minute but Graham says his motor tips the scales at 26 tons – and that's without any additional ballast on board. While even lifting the bonnet is a two man job – honestly.

Specification

Make / Model: Rotinoff Atlantic GR 7 6x4 ballast box tractor

Chassis No: 7001 020
Year: Manufactured 1957 –

delivered to Swiss

Army in 1958 **Registration:** UAS 407

Engine: Rolls-Royce C6.SFL 12.17 litres 252bhp @

2100rpm

Gearbox: David Brown 6-speed

synchromesh + 3speed auxiliary 'box

Wheelbase: 17ft 3in

Gross combination

Weight: 250+ tons Top speed: 40mph

Fuel return: 4mpg (guesstimated)

Left: The sliding doors make life easier for the driver, while the two side-by-side fuel tanks saves time filling up says our man.

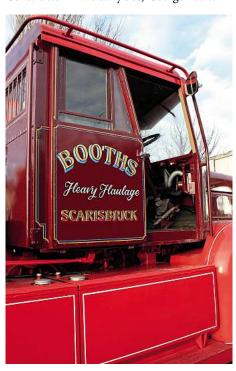
DIED TOO SOON

As we said, George Rotinoff had a lot of competition around the world when touting for orders. The armies in both Iraq and Switzerland were impressed enough to sign on the dotted line although the only UK Rotinoff sale was to be to the Sunter brothers of Northallerton.

While Sunter's Atlantic – RPY 767 – wasn't perfect, it was to give the North Yorkshire haulier tremendous service over a hard working life of about 20 years. We promise we'll come back at a later time and give a more extensive profile to this particular Rotinoff which was subsequently donated by Sunter's to the Science Museum at Swindon.

George Rotinoff could use the feats of this particular tractor as a reference for any potential customer but his business was to be cut short after George died prematurely in 1959 at the age of 56: "It was on Cup Final day – May 2 – in 1959," says Graham, "and I'm sure he was in the bar of the Grosvenor House Hotel when he collapsed." Although Graham was only three-years-old then, he recalls the timing very well as his father William had also died, far too soon, just a few weeks earlier.

The management of Rotinoff Motors kept



"Mega. First touch of the button and the supercharged engine eases into life and once backed into the open, the Atlantic just drools with presence"

the business going for a short time but George had been the driving force so the internal impetus had gone. Atkinson Vehicles was to take on the chance of building Atlantics but in practice, no more were made although of course – from 1957 – Atkinson did build its own massive heavy hauler, the Omega.

Graham's own GR7 Atlantic – chassis no. 7001 020 – had been ordered by the Swiss Army in 1956 but wasn't delivered to it from the Rotinoff factory at Slough until 1958. It was the first Atlantic the army bought and it's also believed to be the oldest Rotinoff to have survived. It stayed in military service there until 1970 and when sold as surplus, it had two Swiss owners before returning to the Walker yard at Witney in the early 1990s. As well as dealing in all sorts of equipment – to all parts of the world – Walker's has probably bought and sold Rotinoffs more than any other dealer around

Oak Wild Plant was the vehicle's next owner and it was then to pass to the famous Leicestershire collector of Tony Jordan in 2003. Over the years, Tony too has had quite a diverse collection although he was to do a fair number of miles with this Rotinoff as he showed it off in all parts. The travelling took its toll on the Atlantic's back end and to carry out repairs, parts from a Thornycroft Antar were inserted inside the Rotinoff's diff casings.

By 2013, a change of circumstances prompted Tony to consider selling his Atlantic on. He wasn't that bothered – either way – but when the phone rang, the words came out and he ended up making a deal.

ALE DRIVER

That telephone conversation was obviously with Graham Booth and just like the Rotinoff had been to many places, in the past 55 years, so too has Graham. The exploits of the Booth family have been featured in many publications and even Graham's youngest daughter – Leanne – has demonstrated how she too is a dab hand in restorations as the story to her stunning Volvo F10 was featured in *Heritage Commercials* July 2010 issue. We've also featured Graham before with his ex-Pickfords Scammell Super Constructor in *HC* June 2012 issue and his ex-BNFL Scammell Contractor wrecker gracing our pages in October 2013.

We don't intend repeating all the



Finished and out on the road.



The dashboard complete with additional air pressure gauge from a Berna, courtesy of the Swiss military.



Graham says this is a great idea. The Rotinoff has two small dead man levers under the steering wheel. One, as normal, applies all the trailer brakes but the other applies all the tractor brakes.

background we gave about Graham at these times but the pertinent occurrence (so far as this Rotinoff is concerned) is the day when he joined the staff of ALE. Abnormal Load Engineering may have its HQ near Stafford but in essence it's now a huge global player in the heavy lift, shift and install game right around the world – and Graham Booth has been a part of this diverse action for the last 10 years.

Graham perhaps didn't realise that as well as changing jobs, the move to ALE would also trigger a change of attitude in how he looked at heavy haulage vehicles he was restoring and then driving. Because he now lives in a heavy hauler every day of his working life, he can appreciate the differences that have evolved – over time – in these vehicles' development.

A case in point is the Rotinoff Atlantic because once he got to grips with one of 'George's Finest,' he realised how much planning had gone into the 6x4's engineering and how much ahead of the time it was. "They may seem little things," says Graham, "but they mean a lot. Having huge running boards around the ballast box means you can safely walk round the vehicle and of course I love the sliding doors which means you can have

them fully open if needs be to help with visibility. But just look at the device on the throttle pedal so that you can hold the revs—it's far more practical and simple than a complicated hand throttle mechanism. And this cab is great—there's so much more interior space available for all your tackle. In the Diamond T 980 cab, there's hardly room for a butty box."

Graham became the proud owner of this Rotinoff in 2013 simply because he had some time on his hands: "I was out with a DAF 150 tonner delivering into Norfolk," he says, "and we had a breakdown. At first, the breakdown company brought the wrong part, so we had some time to wait. We were just opposite a truck stop so there was no great hardship but having time to think of things, I decided to give good mate Tony Jordan a ring to see how he was doing. In the conversation he said he was going to sell the Rotinoff and he said that I should buy it. Of course, I'd never liked them but when he rang off, I was talking it over with Dave Harper - the mate I was with that day - and all he said was: 'They are rare, aren't they?" Put like that, Graham would have been a fool to refuse the offer.



Graham's lorry in Swiss army service hauling a Centurion tank on a Scheuerle trailer.

As a way of sponsoring the purchase of any 'new' vehicle, Graham has done the deal by selling on one of his 'older' ones and as luck would have it, the previous weekend had seen someone wanting to purchase his current project. "It seemed as though it was destined for the Rotinoff to come here," says Graham, "so I made some calls and the two deals were done. I think between times, Tony may have had second thoughts but being true to his word, he agreed to sell it to me."

LEANNE BRINGS IT HOME

With Tony's base being at Desford in Leicestershire, the Rotinoff was transported home to Lancashire during April 2013 by Graham's daughter Leanne and her Volvo low loader. The Atlantic is big and inching it on to the back of her 1982 Nooteboom tri-axle semi-trailer was certainly an exacting job. But with hydraulic neck and fold down ramps, the load carrier is ideal for this sort of work although with the Roto being 28ft 8in long it was still a tight squeeze.

Once back at home, there was no rush to get it off the trailer and start the restoration. And even when within a week or two Graham was attending a local show, he didn't feel inclined to take the Rotinoff: "Everyone said I should take it," he says, "but I made all sorts of excuses. In the end I said that if it would start then I'd take it there. Of course it fired

up and I was forced to take it to the show. I felt sure it would break down on the trip but it went like a dream and the drive to the event proved to be highly illuminating."

It was only about 12 miles to the showground but the journey saw Graham sold on what a fine motor it is. "Top speed is about 40mph," he says, "although it's happy at say 35mph but it's still a lot fitter than the Scammell Super Constructor I have. And would you believe the six-speed David Brown is synchromesh – so no double declutching on the Rotinoff. It's the easiest truck I've ever driven. Being involved in heavy haulage meant I now appreciate the way the truck had been built. I reckoned it was so good, I didn't know why I didn't get one 40 years ago."

Mechanically, the Atlantic was in good order so apart from new oils and subsequently attending to the fuel system, it needed little attention in this domain. The steelwork and cab required some work but Graham had invested in new MIG welding gear and this proved really worthwhile.

Although Graham reckons he did well over 90% of the restoration himself, of course he was helped out at times. Mick Young at ALE assisted with getting the doors right while Mark Fuller of nearby Rufford came up trumps to source and fold some awkward steelwork around the battery box.

Graham later points out how the Atlantic's wiring around the chassis is contained inside metal conduits. This would help to ensure a long life although Phil Parry was to subsequently re-wire the vehicle and source a pair of brand new headlights.

Of course as a signwriter by trade, Graham was to complete the paint job and lettering. And as something of an indulgence, this included gold leaf lettering for the 'Rotinoff of London' on the bonnet side panels. Nice one.



Another ex-Swiss army Atlantic photographed in Walker's yard, Witney, Oxfordshire, in July 1999.

HANDLES LIKE A DREAM

Because he's done it so often, Graham normally breezes through a vehicle's restoration. But when you hear the Atlantic took about a year to finish, it's a reminder that Graham suffered – badly – from medical problems over that period and completion was delayed. Even on the day of our visit, he said that things like upholstering of the driver's seat had to be done but all we could think about was firing the Rolls into action and getting behind that Atlantic wheel.

The Rotinoff is big and nosed into Graham's garage you can see what a size it is. Mega. First touch on the button and the supercharged engine eases into life and once backed into the open, the Atlantic just drools with presence. I've obviously seen a Rotinoff a few times in my life but it's still great to get up close and personal.

One thing Graham doesn't like is the huge wheels and tyres as changing them, ideally requires a forklift. However, the plus points of the Atlantic keep flowing as Graham points out how the two fuel tanks are both on the same side: "Many vehicles have a tank on either side," he says, "and you wouldn't believe how awkward it can be in having to turn round a motor in a dark yard just to reach the fuel line. The Rotinoff saves a huge amount of time."

We like the continuous sort of grab rails – rather than small grab handles – to ease access into the cab and then it was off as Graham heads towards Southport to show off the Atlantic's pace. There's plenty room for a couple of passengers – there's even an arm rest on the seat – and it was novel to see how quick our man could shift through the box. And while there was plenty of Saturday morning traffic around, the locals are used to



This Rotinoff Super Atlantic is now in Malta owned since 1985 by heavy haulier Salvatore Bezzina. He keeps it for any really heavy jobs!

seeing Graham at the helm of all sorts of 'big old things,' driving through town.

In fairness, my progress – after swopping seats – is a lot more sedate (well I am a rookie) but the Atlantic did prove a lot easier to drive than what I thought. It's certainly quick and while the power steering is easy enough, mini roundabouts take some wrestling actions from yours truly to negotiate.

One thing I can say is that the Rotinoff brings a huge smile to your face. Whether you are on the road watching it go past or behind the wheel with that responsive Roller flexing at the slightest touch of your right foot, this has been one eye opener of a day for yours truly. I can certainly see how Graham is ruing the fact that it took him 40 years to appreciate how good a machine George Rotinoff came up with.



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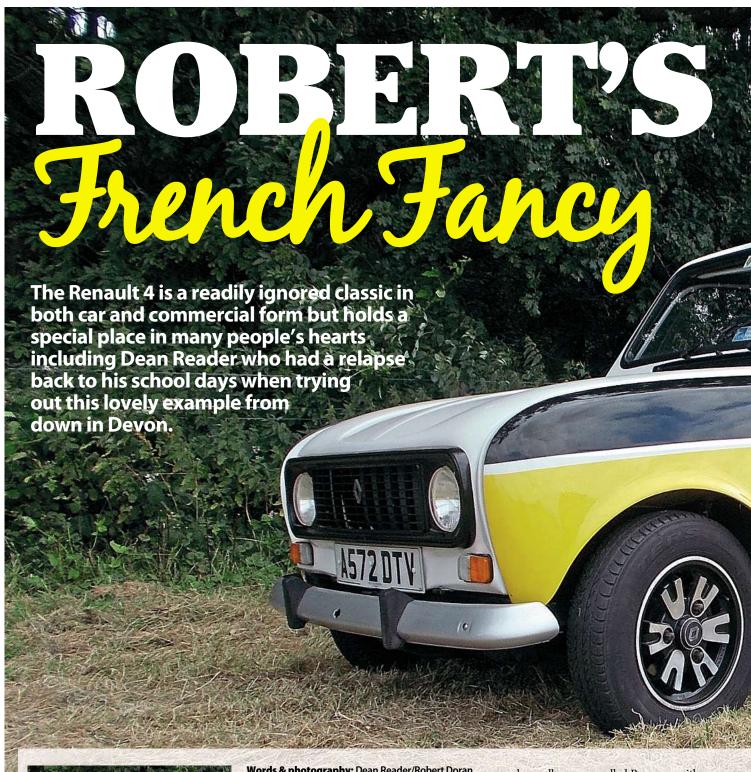


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The proud owner, Robert Doran.

Words & photography: Dean Reader/Robert Doran

y first memory of a Renault 4 was being asleep on the wafer thin 'canvas' rear seat back in the mid 1970s. Of course, I never knew what this funny jelly-mould looking car was but I did notice that strange gear lever coming out of the dash - and if a certain feature stands out at that age, then it must be special. Fast forward a good 10 years or so and dad went through another faze for Renault 4s which included a van. That was when we lived in Exmouth, Devon, and I

vaguely recall a garage called Burrows, with its cool diamond-shaped logo overhead and the words ELF everywhere (a French motor oil company that held strong links with Renault) and it was probably this fact why I liked Formula 1 back then, (back when racing was down to the driver, not the car) plus the striking Renault colours of yellow, white and black.

Moving to 1987 and a 15-year-old teenager and dad owned a later F6 van and it was this van that I learnt to drive in. But wait, before you all write in, all I did was change gear for him when required and operate the indicators.



Years passed by and other classic British names came and went but the love for those quirky, different French cars never went away and I eventually brought my own.

Keeping it in the family

So, I was delighted to see this 1984 Renault 4 F6 van at a show recently while visiting my parents. So I made contact with Highfield Coachworks and its proprietor Robert Doran and duly arranged a time and place to meet.

As we chatted, many things came to light and despite having only just met; I felt I

knew Rob due to my 'Renault' past. Plus, one of Rob's trainees back in 1982/3 was a Shaun Wright, who was a close school friend to my brother – what were the chances huh? I knew where my interest came from but what of Robert's?: "From the age of eight, I used to go to a Renault dealership called Burrows Garage/Coachworks, one of the first garages in Exmouth as it happens, primarily because it was opposite my house and I would clean cars, help out with general duties and when older, I used to serve the fuel too. Of course, this was after school

and during the holidays – there was no skiving off. When we left school, my brother Paul and I became apprentices there and learnt our trade. We then set up our own business, Highfield Coachworks, in 1982 and became the 'body-point' for Burrows who had recently sold off their own bodyworks to a large concern called Henleys.

Burrows closed in the early 1990s when Mr Moore retired, as his sons were not interested in taking it on. It was sold to Danby Motors but soon went out of business 18 months later".

😽 Classic lightweight







The van as purchased off eBay in 2012.

Restoration of a Renault

Being a member of the Renault Classic Car Club, and with two Renault 12s, I was not really surprised they had bought a van as they are a perfect promotional tool for many a business nowadays; I was however surprised it took so long: "To be honest, we hadn't really thought about having a van as part of our business, but in 2012 we were celebrating 30 years trading and we all agreed that it would be a nice touch to find a van and have it painted in the old tri-colours that Renault had during that time, so the search for a decent one was on, but it had to be the squarer, 1980s F6 model," said Rob.

Climbing into the compact cab area and settling into the non-standard R25 seats, he continued: "We were watching eBay and late one evening a two-tone blue one appeared, up in Long Eaton, Derbyshire. Apparently, it was a barn find, and the bodywork/underside was described as having 'no dents or rust issues' but the engine was a non-runner. Even though the previous owner was a Renault

mechanic, we were sceptical as it had been sitting since 2008 and came as part of a house clearance but we were not put off. I left a message and after a few phone calls, a price was agreed over the phone and the next day, my wife and I headed off at 4.30am."

I had to ask that question about what the van was like on first appearances and I was surprised at the answer having heard so many negatives in the past: "I was, to put it simply, blown away by the condition. It was as described and all complete and genuine. I knew it had had different seats and steering wheel fitted, plus all the inside had been boarded out and covered but that didn't worry me - I was just delighted with what I had bought," confirmed Rob.

Once home, and after a good clean up, Rob immediately started on the strip-down. It was never going to be a complete rolling chassis/body-off respray but still, all the lights, exterior plastic parts, front and rear glass, all three doors and bonnet were removed along with the tubular bumper (it should have side

cappings on it too) so the bodywork could be rubbed down and any defects rectified, the van was of course in the right place for all this to happen. After sanding the blue paint away, and repairing the only bodywork issues they found - reshaping the front wings and knocking out a small dent in the rear offside panel - final body prep started with much sanding and copious amounts of primer, followed by a white respray with the lower half having the familiar yellow added synonymous with Renault. The inside of the engine bay and door shuts had previously been painted satin black so these were left. The satisfying part of any restoration is the refit and Rob took great pleasure in this, seeing the finished van blossoming in front of him, but he wasn't out of the woods yet.

MoT pass with flying tri-colours

All of the common R4 rot spots like the rear suspension mounts were sound which saved much time and money, so with the van all but finished, it was time to start with the



The forward tilting bonnet gives easy access to the nippy 1108cc engine. Note the gearshift linkage assembly.



The fancy alloy wheels are from Renault's Boutique range.



French fancy - a shape that anybody would recognise.

mechanical side of things. Despite having dealt with these engines for many a year, this 1108cc engine was not budging, so once Rob had removed the cylinder head the problem was clear; the head gasket was gone and the pistons were rusted to the liners, a sad result of such long lay-up. Luckily, Rob had a spare GTL car sitting with an excellent low mileage engine, and the whole unit was swapped over; a new radiator was also fitted despite the manufacturer describing this as a 'sealed for life' radiator.

The engine fired up straight away and ticked over really smoothly, and sounding nice with the non-standard side-exiting exhaust. Rob then tackled the brakes fitting new rear wheel cylinders, brake shoes and front pads. One of the plus points of these

cars was the steering and handling so all steering and suspension ball joints were replaced. The final finishing touches were the graphics advertising the business and the addition of a set of alloy wheels from the Renault 'Boutique' range of accessories. When it went for an MoT, it passed with flying colours and the tester said how clean and tidy the van was, and how rare to see one and with just 71,000 miles on the clock.

It now serves as their company car; going out to customers giving quotes, collecting spares and just showing it off at shows where possible.

So was Rob happy with the results? "Oh definitely. I took it to the NEC in Birmingham that year where it attracted a lot of attention and I have had quite a few offers for it but my

answer is a firm 'no thanks'; one guy even offered me £5000 which was tempting, especially as the whole project, including paying the £1000 asking price, stands me at around £1830 but at the end of the day, it was bought for one reason alone and that was to mark our anniversary of the business, and that is what was important to me!"

History lesson

The R4 was designed from the outset to be a utilitarian rival to the Citroen 2CV and for me, it does it better. In 1956, Renault chairman Pierre Dreyfus set about designing a new car to replace the hugely popular rearengined 4CV and one that would be a true family car; a car for everyone like the 2CV and the VW Beetle.



The Renault has huge access for all sizes of goods.



All the front lighting is mounted on the bonnet. Note the flat windscreen.

😽 Classic lightweight





The brochure cover shows the 9cwt, 83cu ft capacity F6.

Renault launched the R3 and the R4 simultaneously in July 1961 at the Paris salon. Renault was so convinced that the new model would be a hit that it left 200 cars, unlocked with keys in the ignition on the streets for the general public to test drive and leave for the next person to have a turn; such was the success of this that by March 1963 sales were so strong that 50,000 examples had already been produced.

The two cars were essentially the same but the R3 was powered by a 603cc version of the engine while the R4 featured a 747cc unit. This placed the former in the 3CV taxation class while the latter was in the 4CV class. Initially the base versions came with a thick C-pillar behind each of the rear doors. Quarter glass was a 400 francs option for the basic R4. The extra visibility increased the weight of the vehicle, but these windows soon became standard for all R4s. However, customers soon shunned the basic models and in late 1962, both were discontinued.

A 'super' version (branded 'deluxe' in some export markets) with opening rear quarterlight windows and extra trim was soon offered for sale. The deluxe and super versions of the R4L received a version of the engine from the Renault Dauphine giving them a capacity of

845cc. This reliable engine soldiered on until the mid-1980s, but in 1978 the new 'modern' Renault 4 GTLs received the new 1108cc engine, together with tartan upholstery and plastic door trim. The hatchback was a success story without a doubt and served literally everyone. Both rich and poor bought the car by the hundreds as there were no class distinctions and it was hugely popular with the police, army, the postal services (La Poste) and even the fire service, all finding a use for the versatile design (even more with the van version).

Replacing the 4

Sadly, nothing good ever lasts forever and emissions/safety legislations are often given for the Renault 4's demise but with out-dated production methods, styling and more advanced competition the R4's days were numbered, at least as a mainstream product. However, the continuing success of the Renault 4, the ideal need to replace the Renault 5 and the difficulties involved coming up with a suitable replacement all meant that the 4's final replacement (the bug-eyed Twingo) did not appear until 1992. To conclude production, a series of 1000 examples marketed as 'Bye-Bye' was released, each with a numbered plaque.





Above: The lift-up flap also aided the loading of tall items.

Left: The patented flap that allowed long loads to be carried.

In total, some 8million examples were built between 1961–1992 in over 16 countries, and that is an impressive statistic.

Rock & Roll

I didn't have the chance to drive the van but I can draw on my own experiences of a saloon and that is one of sheer fun, practicality and economy.

My GTL version had the nippy 1108cc engine and this was ample for the roads of today, and you could easily spin the front wheels pulling off quickly. It was quick but not fast, especially with that notorious gearstick which took some getting used to, especially the earlier models with its different 'H' pattern. At shows, this is quite a talking point because it goes over the whole engine to reach the gearbox mounted at the front; don't forget, some people have never seen such curiosities, and likewise the forward tilting bonnet giving easy access to the engine for all routine maintenance.

Everyone talks about the Citroen's famous handling characteristics and how it seems to almost tip over on cornering, well the R4 is not much different; it too was designed for both normal road conditions (and some enthusiastic driving I hasten to add) and for off-road conditions like fields and country tracks; many a modern car I left behind on winding bends; yes the steering is very light and direct so a slight initial movement of the wheel can give a rather sharp and sudden response; the whole car will rock & roll but you will not tip over, honestly!

All this butt-clenching activity is down to the four-wheel torsion-bar independent suspension. This was an innovation which would be copied on a succession of subsequent front-engined Renaults introduced during the 1960s and 70s. The car features a shorter wheelbase on the left than on the right because the rear wheels are not mounted directly opposite one another. This concept allowed a very simple design of the rear suspension using transverse torsion bars located one behind the other without affecting handling.

The front torsion bars were longitudinal. Dampening was by the provision of hydraulic telescopic shock absorbers on all four wheels. Those at the rear were mounted almost horizontally which avoided the intrusion of rear suspension into the flat floored passenger cabin.

Interior space is compact and spartan but with its high-opening tailgate and removable seats it was a perfect 'van'... and then in 1961 they brought out a 'proper' van (side windows being an option) with a 6cwt rating called the Renault Fourgon, meaning 'van'.

Simplicity at its best

Yes it may not win in the looks department for many but the ample body pressings did eliminate drumming, a bugbear for many users. The van had a cube-shaped rear 'a la' Minor and a wide side-opening rear door allowing excellent access to 66cu ft capacity



The later vans were full of rounded curves blending into the 1980s rear end.



The early version with original grille and body styling in typical rural setting.

The rare pick-up version. There's only one in the UK apparently.

and an interior height of 3ft 9in but the trick that Renault had in its arsenal was the option of a hinged lift-up flap in the roof section enabling longer goods to protrude; many may remember the clever marketing ploy of having a baby Giraffe in the back.

Back in 1972, Commercial Motor tested one of these in its usual manner, loading it with 5cwt of concrete-filled boxes, all of which added up to its total gross weight of 18.75 cwt, and thoroughly putting it through its paces – and it performed superbly.

However, the tester did take a different approach than that of other lightweights they usually tested. From the outset, the Fourgon was aimed at rural areas of France so he took it off road (after removing the heavier load) reporting: "I would not have taken any other van that I have tested as it is extremely rough with deeply-rutted tracks and very lumpy grassed areas. Some time was spent driving in all directions around the area at relatively fast speeds; up, down and across the rutted tracks, over the grass and so on. Although this was extremely rough treatment for any vehicle, even those designed for this type of duty, the van took it all in its stride and showed no distress at all. The most severe test consisted of coming down a track and making a fairly sharp left-hand turn at the bottom. A number of these runs were made at increasing speeds







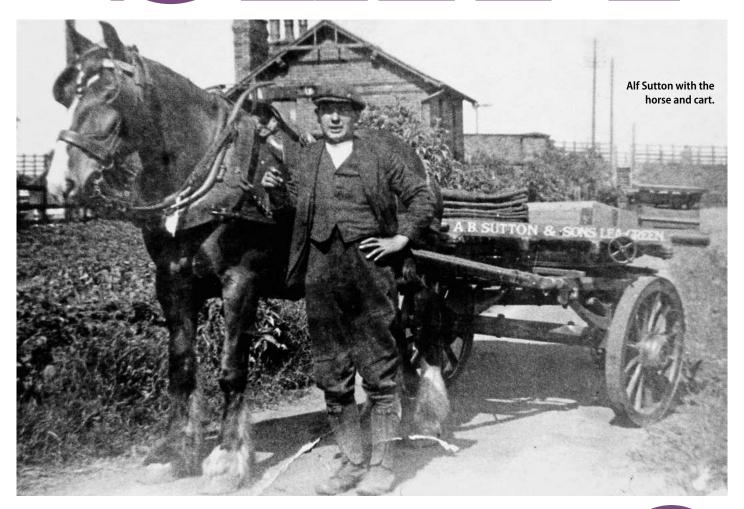
and, on the final one, both nearside wheels came clear of the ground. Considering the amount of wheel movement possible with the design of suspension, this was quite a feat." And apparently the photographer ran for cover after snapping the shot.

Increased payload

The van did change along with the saloon version throughout the years, improving all the time with a higher payload of 7cwt in 1973, and in addition, two years later a pickup version appeared being listed in a brochure of that time. Alongside the standard model, a higher capacity 9cwt van appeared, this receiving a more squared-off rear end (and soon to become the standard look for the later F6) but all the time, still remaining a simple if not basic package until 1993 when it was replaced by the Renault Express (called Extra in UK and also becoming sought after), which in turn was based on the MK2 Renault 5 - and as a final note, let's not forget that dash-mounted gear lever. Many years later and just about every van on the market has one of those including the horrid Renault Kangoo that I drive for work - they call it evolution? I know which I would rather

My thanks go to Robert Doran for his help with this feature.

Sutton's at SIXIII



Alan Barnes looks into the history of one of Britain's largest hauliers.

Words: Alan Barnes Photography: Sutton archives/As stated

y the mid-1960s, Sutton & Son (St Helens) Ltd had become the largest privately owned road haulage company in Great Britain with over 240 lorries and tractor units on the road. Today the Suttons Group remains one of the premier transport and logistics companies in the country and 2014 marked the 60th anniversary of the founding of the business.

While the company may have been formed in 1954, the foundations of this very successful business had been laid over 30 years previously by a formidable woman, Alice Beatrice Sutton. She lived in Lea Green Road in St Helens and it was here that she raised her three sons and a daughter, and also set up her own coal business. Bulk supplies of coal were bought from the local colliery and once bagged was delivered to her local customers with the aid of her single horse and cart. This was by no means an easy life as the demand for coal was seasonal and sales fell off quite considerably during the summer months. The limitations of a 'one woman-one

horse' business also imposed limits to the number of deliveries which could be made each day. By the early 1920s, Mrs Sutton came very close to closing the business down completely and had it not been for her youngest son Alfred having a 'physical' disagreement with his coal mine foreman, the Sutton business may well have ended there and then.

PART

Born in 1907, William Alfred Sutton did not distinguish himself at school and was told by



Alf with the Leyland Hippo he ran in Ex Army Transport livery.



Alf's first brand new lorry, an AEC Mammoth Major bought in 1937.



one teacher that he "would come to nothing". That unkind comment obviously instilled in the young Alfred a determination to succeed which remained with him all through his life and was certainly key to the success of the company which he was to establish some years later.

Having been sacked from his job at the colliery, Alfred joined his mother and two older brothers in the family business, A B Sutton & Sons, which had been started by his mother in 1920. When he joined the business in 1923 the firm was practically bankrupt, a large bad debt had caused cash flow problems and a warm summer had led to a dramatic fall off in the demand for coal. With his savings he agreed to buy out his brother's share of the

business and negotiated credit with a local farmer and blacksmith. Working long hours the coal bagging business was returned to profit and he also negotiated contracts to carry stone to Sutton Manor, and sandstone to Liverpool. This was the beginning of the family haulage business which at this time still relied on horse and cart power.

The first lorry

His mother was apparently firmly set against any form of motor transport but other local firms were already running lorries and when a nearby garage bought a Morris Commercial six-wheeler Alf saw that motor transport was most definitely the way forward. It would seem that history is a little uncertain as to what was the first lorry that Alf bought as there are references to a one-ton Ford and a 13cwt Morris Commercial. However, what is more certain is that by 1929 he was looking to buy a larger truck and that year he arranged the Hire Purchase of a Leyland Hippo sixwheeler, registration number DJ 5152, which he duly christened 'Big Boy'. 1929 also proved to be a significant year for another reason as Alf met Ada Mildred Thomas who was to become his wife.

He was persuaded to buy the Hippo by Soly Royal who ran Ex Army Transport Ltd, who assured Alf that as he ran a clearing house he would be able to guarantee steady traffic.

Haulage company history



Alf quickly learned that Mr Royal was no benefactor and that under the terms of the agreement there was certainly a lot more profit in the deal for himself rather than for Alf. Following a confrontation, the rates being paid to Alf improved but the quality of a lot of the jobs remained poor. The Leyland during this time carried an Ex Army Transport Ltd headboard but Alf eventually tired of the arrangements and the board was removed and he was now freelance.

This was not a good time for a fledgling business as the general economy was suffering from a severe recession and quality contracts were scarce. However, in the early 1930s Alf managed to establish business relationships with Jim Miller & Co in Liverpool which handled the BICC cable traffic and Orr's Zinc White in Widnes. In 1933 Alf also completed his first takeover of another business when he bought the wagon and trailer from Arthur Leach.

In 1935 another Leyland was purchased, this time a second-hand Cub, registration number BC 3009, which cost him £165. Through hard work and some astute negotiation as far as contracts were concerned, the business gradually developed and in 1937 Alf was in a position to buy his first brand new lorry, an AEC Mammoth Major eight-wheeler which he claimed was the first eight-wheel rigid diesel engined lorry in St Helens. The lorry was christened 'Oh Boy'

and carried the firm's name A B Sutton & Sons on the doors, while Sutton & Sons appeared on the front of the roof as there was no headboard fitted to this vehicle.

Attention to detail

The lorry featured a Tillotson cab and was superbly turned out with the livery including some detailed signwriting, the name 'Oh Boy' on the front panels and two destinations, Liverpool and London, on the side raves. The raves were also lined out as were the front spring hangars which typified Alf's attention to detail. With a top speed of over 30mph the new AEC was certainly a step up from the Hippo which could hardly top 20mph. There are tales that freewheeling downhill, the Mammoth Major exceeded 60mph which Alf described as 'hairy', probably a very rare understatement from this gentleman!

In 1939 Alf married Ada and following a honeymoon afternoon trip to Blackpool, he apparently celebrated his wedding night by taking the lorry on a delivery to London, however, the couple enjoyed a long and happy married life. That year also saw the outbreak of the Second World War and despite being advised by a good many in the business that this was a time to rein in and consolidate, Alf took a different view and sought to expand the business. In this he was certainly successful, as in 1939 he was running three lorries but by

1945 there were 12 vehicles on the fleet. The A B Sutton & Sons vehicles were handling a variety of goods ranging from taking sides of bacon from the Liverpool Docks to Manchester, to metal ingots and cables, but the reality was, Alf would take jobs which would show him a profit. His plans to expand the business saw him take over McKinnell & Co at Irlam in 1942, a deal which included the nine vehicles in its fleet along with its valued 'A' licences. During the War the Sutton lorries were used to move some of the material shipped in from America to aid the war effort and these loads included dismantled gliders which would eventually be used during the D-Day landings.

Alf's work at Liverpool Docks brought him into contact with Jack Darbyshire, the divisional manager for the Ministry of

He had also earmarked the best vehicles in the fleet which he had ensured were fully maintained and repaired



Atkinson DDJ 488 in the yard.



Two Maudslays were also purchased by the new company in 1954.



Seddon Diesel boxvan reg SX 7507.

Transport, who was in charge of Liverpool Docks. A special relationship grew up between the two men and when Sutton & Son (St Helens) Ltd was formed in 1954 Jack joined the new company taking responsibility for sales and marketing. From letters and records from that time it is quite obvious that Alf held Jack in high regard and in later years as the company's interests diversified the SS John S Darbyshire, Suttons only cargo ship, was named after Jack.

Having seen a remarkable period of expansion during the difficult years of the war, A B Sutton & Sons then prepared itself for what turned out to be the 'difficult' years of peace. Astute as ever Alf had already noted that the changing political climate would eventually impact on the transport industry and in what may be regarded as a defensive measure he bought a Nuffield dealership and garage, McLean & Appleton, which had premises on Prescot Road in St Helens. Despite the threatened interference in the industry by the Labour Government, Alf made a further acquisition in 1947 when he acquired the 33 vehicles operated by Richard Pilkington. However, even Alf Sutton could not prevent the eventual purchase of his entire fleet by the Government, although he negotiated hard and achieved what he considered to be a good price coming away with the tidy sum of £387,000.



Sutton's also entered vehicle production under the name Transport Vehicles (Warrington) Ltd, as you'll read next month.

For the first time for many years Alf was free from the burdens of running his own business and actually found time for a holiday with Ada. He also seemed to find time to start a family as his son Alfred Michael was born in 1948 and his daughter Diane Patricia followed some 18 months later. However, Alf was a transport man and recognised as such by the Government inspectorate he was appointed the manager of 6C St Helens & Widnes (St Helens) Group in the North Western Division of British Road Services. Notwithstanding the appointment being made by the Labour Government and his insistence on hanging a portrait of the great Winston Churchill in his office Alf devoted all his energies to running this part of BRS as well as he did his own firm.

A new beginning

It was during his tenure with BRS that he took time to evaluate the new trucks which were being brought to the market and became impressed with the Gardner engined Atkinsons. This heralded the beginning of a relationship with that particular lorry manufacturer which would last many years. Rumours about the future of BRS began to circulate and it was becoming more and more apparent that the new Conservative Government would be taking steps to denationalise the industry. Alf, as ever, was determined to stay at least one step ahead

and by 1953 had already selected 20 of his best drivers and offered them future employment in his proposed new company. Terms of a haulage contract had been agreed with Pilkington Brothers Ltd, the glass manufacturers in St Helens. He had also earmarked the best vehicles in the fleet which he had ensured were fully maintained and repaired but his plans to buy these particular lorries were thwarted when at very short notice many of the vehicles at the St Helens BRS depot were transferred elsewhere and replaced with others of rather dubious quality.

On Friday, April 24, 1954, Alf Sutton, his selected drivers and a number of administration staff resigned from BRS. The following Monday the drivers were taken to the BRS Depot where Alf handed over a cheque in payment for 18 of the vehicles at the depot. This represented the initial fleet of the new company Sutton & Son (St Helens) Ltd. They comprised mostly Atkinson sixwheelers although there were also a couple of Maudslays and a van. One of the Atkinsons was apparently a non-runner and was bought as a source of spare parts. Joining the 'secondhand' fleet were two brand new Atkinson eight-wheelers, registered as DDJ 271 and DDJ 272, which Alf had also bought.

Continued next month



Looking to the future - more expansion.



Saunders Garage Scammell Highwayman ballast tractor, NYM 867E, and clerestory roofed living van.

Bedfordshire Steam & Country Fayre 2014



John Baker's lovely Perkins P6 engined 1944 Bedford QL Timber Crane tractor, 726 EAR, fitted with Latil winch.

t was warm and dry for the rally of Bedfordshire Steam Engine Preservation Society (BSEPS), held in the tree lined grounds of Shuttleworth Park over three days in mid-September.

While steam is the main event, there were also 80 commercial vehicles listed in the rally programme, plus those that had brought engines on their low-loaders.

There were several timber tractors, one being the ex-army 1944 Bedford QL 726 EAR that subsequently had a Latil winch fitted, plus a proper factory conversion to a Perkins P6 diesel engine. A Boughton model LDO Layshaft had been fitted above the prop shaft to get drive to the winch via a roller chain. It was brought along by Sawston-based John Baker from Essex, and is in lovely original condition.

An unusual looking AEC Matador Timber Tractor was the 1945 example, RGX 158, of J Bartlett, which has been rebodied at some time, the classic Weymann-built Matador bodywork having been replaced with an elegant, compound curved one.

Saunders Garage of nearby Stotfold is a big supporter of the rally, and has an interesting stable of commercial vehicles. One is the Scammell Highwayman, NYM 867E, that is used to pull the clerestory roofed living van, used in association with the stage where the Saunders Collective Dancers and their compere/comedian



Roy Lipscomb's 1913 International Harvester Company MW Autowagon No. 2406, SV 4140.



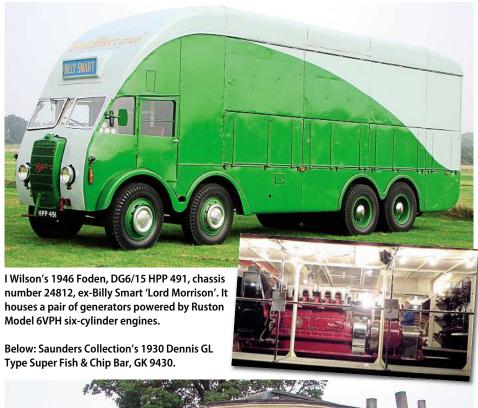
Unusual compound curved cab on the 1945 oil engined AEC Matador, RGX 158, of J Bartlett.

perform. The Highwayman was at one stage owned by the Property Services Agency to haul a generator set.

An unusual Saunders vehicle is its 1930 Dennis GL Type Super Fish & Chip Bar, GK 9430, new to Lyons of London. The GL type was made from the late 1920s and was the basis for 19- and 20-seater buses.

The 1946 Foden, DG6/15 HPP 491, Chassis number 24812, ex-Billy Smart 'Lord Morrison', looked very smart. The body was specially built by Lang Wheels (Manufacturing) Ltd, of Hillingdon Heath, Uxbridge, to house twin Ruston & Hornsby generator sets, producing a maximum power output of 2200 amps, for Billy Smart's travelling circus. The Foden was used to power a funfair that accompanied the circus when on tour. Lang Wheels made all manner of equipment for use in fairgrounds, including bumper cars, roller coasters and children's rides, as well as other mobile power units.

One of the oldest running commercials present, was Roy Lipscomb from Upwell's 1913 International Harvester Company MW Autowagon, N° 2406, SV 4140. Its 4in square (bore equals stroke) two-cylinder horizontally opposed engine is under the seats, the fuel supply from the Schebler carburettor being ignited with sparks from the trembler system. The 1000lb capacity chassis is wooden, with a metal strip



SUPER FISHER PAR

running alongside each of the two longitudinal members. The wooden wheels are unusual, having just two felloes (the parts running around the periphery into which the spokes go) per wheel, being of bent wood and connected at each end by a small metal joiner; they are available if required from Amish sources in the USA.

There were several Series 1 Land Rovers present, Russell Hearn showing three. His 1949 Utility LSK 979 has been restored to a very high standard of originality, as has his ex-Home Office Civil Defence Corps, Northamptonshire Division

Reconnaissance, 1958 Series 1 SXF 455.

The 2015 rally will be a week later, on September 18 to 20. BSEPS meets the first Monday of the month (second Monday if the first one is a bank holiday) in the bar at Shuttleworth College, non-members are welcome. For more information, see http://bseps.org.uk/

"The 2015 rally will be a week later, on September 18 to 20."



Russell Hearn's ex-Home Office Civil Defence Corps, Northamptonshire Division Reconnaissance, 1958 Series 1, SXF 455.



TRADING places

David Crouch now has something like 36 front line vehicles in his Midlands-based recovery fleet. But if ever he feels nostalgic, he can wheel out a pair of Fords as reminders of the days when recovery men were expected to work miracles with the most modest of hardware. **Bob Tuck** discovers how these classics may look totally different but share a lot of similarities.





The Trader is a recreation of the one that David used to ride in as second man.



The Trader dash is nicely finished off with a Smith-Millington key ring.

ith its HQ at Kibworth near Leicester, Crouch Recovery is one of the biggest recovery operators in the Midlands. With satellite depots at Market Harborough, Lutterworth and Coalville, the distinctive orange painted 36-strong Crouch fleet has handled everything from the smallest motor to the biggest mobile crane/heavy hauler in the land. Whether the recovery is on the smoothest of Tarmac or the muddiest of field, Crouch has proved time and again it has got the manpower, the metal and the knowhow, to come to the rescue.

The family-owned company is now headed by David Crouch who has probably forgotten more about this game than many others might ever know. We've featured David on several occasions in the pages of *Heritage Commercials* (the last time – One Man and his Shed - was in *HC* May '14 issue) because this is a guy who believes passionately that

there is still a place in the modern recovery game for machines which that seem well past their sell by date.

Every opportunity he gets, David wheels out dated Scammells that will work their 'old' socks off in the toughest of situations to get the job done – and the guy loves it. But one brace of Crouch Golden Oldies Dave would never stress with an active role again is a pair of Fords. The 1953 Fordson E4 and the 1959 Thames Trader may look nothing like any of the modern day Crouch vehicles but in truth are replicas of vehicles that the entire Crouch business is based on.

WRECKERS HERE, THERE, AND EVERYWHERE

Back in 1948 when David's father George Crouch – who was always called Jack – set up business with a small filling station in the village of Kibworth (on the A6 about nine miles south of Leicester) it was almost expected that he'd also run recovery vehicles. Back then, breakdowns were more regular so virtually every garage – big or small – would have their own Jeep or ex-WD Bedford to rescue vehicles in distress in their own particular area as it then brought in work doing repairs.

Any haulage contractor and bus operator worth its salt were also self sufficient in being able to tow home their own motors. And while things like the old AEC Matador or Scammell Pioneer wrecker may have stood unused in the corner of their yard for many a day, these were the times when recovery specialists were in their infancy. Mechanics – and even drivers of old will tell you – many breakdown repairs were simply carried out on the roadside even if it might have taken 'days' to complete, as how else could you practically shift a stricken loaded eightwheeler a long way from home?

Classic Collection

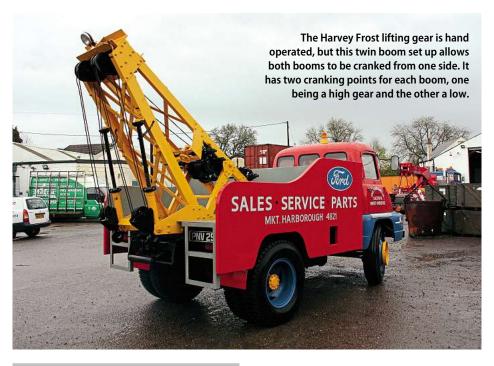


The Trader has a winch and has been superbly built into a wrecker.

David smiles when you mention such a situation as he recalls the local police calling his dad out to clear the road of a BRS Foden. The vehicle was empty but when Jack went to lift the Foden on to the hook of his lightweight wrecker, the front of the Crouch breakdown truck came off the ground: "They had to gather together two car loads of coppers to travel out to the scene," says David, "and between them, they climbed on to the front of the breakdown to keep the front wheels weighed down on to the road. All Jack had to do was to get the Foden out the way and, with all the coppers on the front of his motor, he did the trick and the obstruction was cleared.'

The best time at school for David was when he heard his dad's wrecker pull up outside: "I knew Dad was en route to a breakdown but he'd wait for me and I was urging the school bell to ring so I could go with him."

In 1966 (when David was 13) Jack went to Ruddington Sales near Nottingham and bought himself a Fordson E4: "These were the poor man's AEC Matador," says David. "I think he only paid about £90 for it but a similar Matador would have cost £400 back then. The Ford came with a V8 petrol engine but most people used to convert them and put



"David still laughs when he thinks about the original suspended block and tackle that his dad used to use. If too much weight was put on the hook, it had a habit of pulling the garage roof down."

in a diesel engine. Jack bought a redundant Thames Trader with the six-cylinder engine but when it was put into the E4, it protruded from the front so he extended the chassis and radiator cowling a bit."

Of course the conversion was done in house but David still laughs when he thinks about the original suspended block and tackle that his dad used to use. If too much weight was put on the hook, it had a habit of pulling the garage roof down.

The Fordson E4 was introduced in 1951 and built for the British Army as an LAA (Light Anti-Aircraft vehicle). Generally, it would have towed a Bofors gun. Rated as a three-tonner, the 4x4 was fitted with Ford's Canadian V8 petrol engine producing 87bhp. Built at Dagenham, the E4 sports a cab built by British Light Steel Pressings of the type Commer used for its forward-control vehicles during the 1950s.

For suitable recovery gear, Jack went to good friend, George Totty, at Rush Green Motors who unearthed a Garwood twinboom crane that had started life on the back of a war time US military Chevrolet. And once kitted out, the Crouch family thought their new motor was the bees-knees.

MOTORWAY MADNESS

The Fordson E4 stayed on the Crouch books for about three years but David recalls it earned them a lot of money. "The M1 was slowly being built up to Leicestershire but drivers would get on at London and drive flat out for about 100 miles and loads of new TK Bedfords just couldn't take it. At the time, Jack got all the work for Batchelor Bowles, the Leicester Bedford Trucks dealer and we had to tow the breakdowns into their garage. Almost everything was done like that and we even had a special bar to fit on the two tow eyes of the TK. It was okay if the motors were only lightly loaded but if we had say 14 ton to pull, it was a bad climb into the dealers on Hinckley Road



The E4 certainly looks like a 50s Commer!



and I can remember dad in bottom gear snatching for four-wheel drive just to get into the depot."

The four-wheel drive on the E4 was ideal but the transmission's transfer box was something of a weak spot and the one on the Crouch vehicle failed a couple of times – but this wasn't always the Ford's fault. There were two levers to operate the Ford's winch and although the driver had to ensure these were disengaged before driving off, things might shake themselves loose so the winch could engage itself as the vehicle was driving along. With nothing to winch, the mechanism simply bent the vehicle chassis and the transfer box was the first thing normally to suffer.

By 1969, both David and the E4 were on the move: "We replaced the Ford with an AEC Mercury tractor unit – 777 CVO," says David. "We sold the E4 to a garage at Bushey and while we left all the recovery gear on it, we should have taken it off as it could have been modified for future use."

In the same year, Jack insisted that David get himself a trade so at 16 he signed up with Hanger Motors at Leicester as an apprentice HGV mechanic. From there he moved to Smith-Millington, the Market Harborough Ford dealer: "I was still too young to legally drive HGVs then," says David, "but the firm had a Ford Thames Trader for recovery work. For some reason it had 'Big Help' written on it which was really something of a joke because it was limited as to what it could do."

Of course, young David loved any chance to

work on recoveries, so whenever the call came, then David would ride as a second man in the Trader: "We were still towing in things a lot," says David, "but when power steering was brought out, some drivers refused to be towed if their engines weren't working. So, because I was big and strong, I'd do the steering instead. It was great."

LASTING IMPRESSIONS

After two years at Smith-Millington, David moved to Central Garage at Uppingham as he always wanted to sell lorries. Central was a huge dealer at the time and while being an AEC/Leyland Group agent, meant a lot of second-hand trucks also went through its books.





Top, top right and above: Inside the E4 there's a mass of levers to think about, but the dash is fairly simple. David fitted a gun cupola as the old E4 had one.





The E4 transfer box.



Company founder Jack Crouch, complete with his E4 and Dinky the dog.



David fitted this Guy Motor's mascot because his dad put one on their old E4.

"I kept seeing an old E4 wrecker in the background. I was able to see that the programme was filmed at a garage somewhere round the Banbury area and I even drove round the roads looking for it. "

One tale David tells relates to when the Leyland (AEC built) Marathon came out: "I was told to get a set of trade plates and collect a new one from the Ford & Slater dealership. My boss - sales manager John Jones - told me I had to get it sold so my first call was at NT Pratt Motors, which was a big ERF user. I parked the Marathon outside the workshops and walked in to give them the sales pitch and perhaps wasn't surprised when nobody wanted to know - because it didn't have a Gardner engine. But what did surprise me was when someone ran in and told me that smoke was coming out of the Marathon cab. There was an electrical fault and although I managed to stop the fire, it was a tow-in job and that incident took some living down.'

BIG IMPRESSION

By 1975, David was back working with his dad as they expanded their recovery business. While the passing of 40 years was to see a huge transformation in the Crouch operation, David was to never forget those two early Fords because they had made such a huge impression on him.

Of course, once he got to a time in his life when he could indulge himself in buying two of these classics, the idea festered in his mind. But strangely, it was to be a programme on Sky Television which brought him the E4 he now has: "About 10 years ago, Mike Brewer

had a programme called Auto Trader and while the series was running, I kept seeing an old E4 wrecker in the background. I was able to see that the programme was filmed at a garage somewhere round the Banbury area and I even drove round the roads looking for it. But it was good mate, Tony Back of BD Commercials, who eventually put me on to the vehicle's owner, Patrick Walker of Fenny Compton Garage. At first Patrick wasn't too keen on selling the E4 because it had done so much work for them, but I was able to convince him it was going to a good home and we managed to do the deal."

The E4 had originally been bought by Patrick's late father Jack in the early 70s and converted for recovery work: "They'd done a great conversion with the Thames Trader engine," says David, "as they'd also moved a crossmember so the six-cylinder engine wasn't sticking out at the front as much. And as they'd added the Trader's overdrive top gearbox, it'll do 45mph."

Jack Walker was to also convert the tipping gear from a Ford tipper into hydraulically operated recovery equipment and the fact that it worked for so long, underlines what a great conversion this was. The only thing that made David smile was when Patrick Walker said the only problem they'd had with the E4 was with the transfer box.

Back at the Crouch workshops, very little

Specification:

Make / Model: Ford Fordson Thames E4 **Chassis No:**

4ER2DEX7513

1952 – built for Military service Year: **Registration:** 362 XUP (previously Q332 GVC) **Engine:** Ford Thames Trader six-cylinder

5.948 litres **Gearbox:**

Ford Thames Trader five-speed

Overdrive top

Gross Vehicle Weight:

Fuel return: 15mpg Top speed: 45mph

Built as military rated three-tonner

Specification:

Make / Model: Ford Thames Trader **Chassis No:** 510E66284

Year: 1959

PNV 290 (not original) **Registration: Engine:** Ford six-cylinder 5.948 litres

Gearbox: Ford four-speed **Gross Vehicle Weight:** Seven-tonner **Fuel return:** 15mpg Top speed: 40mph



A fantastic aerial view of the Crouch premises circa late 70s early 80s. The family lived at the house at the front.



was needed to sort the E4: "The chassis was bent so we straightened that," says David, "and we also had to sort out the brakes. I put a turret back into the roof of the cab – as my dad's one had that – and I also added a Guy's head. My dad got one from a scrapped Guy and I remember him painting the feathers before he put it on the Ford."

eBAY FIND

The finishing touch was of course the name G Crouch on the E4's doors although the next Ford David was to buy was never going to have the Crouch name anywhere: "I found the Trader on eBay," says David. "I bought it from a lady in Slough about six years ago. I think her husband had died and it was standing on an allotment."

A lot more work was required for this vehicle and David recalls building it a new 'chariot style' recovery body: "The cab was also shot but the late Alan Chapman had imported this Trader cab from Australia and it was in pretty good condition."

After sand blasting and painting, the vehicle was liveried back into Smith-Millington's old colours: "I spoke to Bob Millington and he was over the moon about me using his old colours for it. We even added the 'Big Help' name. It also had the name 'Eric' on but no one can recall who that was."

David has tried to piece together the early history of both his Fords but without much success. Many recovery vehicles were run on trade plates (until the late 1980s) so may have had different registrations. The E4 did carry Q plates of Q332 GVC but David was subsequently issued with the age-related 362 XUP by the DVLA.

David thinks the seven-ton Thames Trader is a 108in wheelbase tipper chassis: "I'm sure it

Above and below: Just part of the 36-strong Crouch Recovery fleet today.



worked for Hull Corporation on bus recovery work some time, as I seem to recall a picture in one of the bus recovery books." It too has had various registrations and the current one is not the unknown original.

What cannot be denied – even in some foul weather – is how the brace of Fords just look the part. The Trader carries hand-operated Harvey Frost lifting gear which in the 1960s was top-class equipment. We can't resist shuffling both these classics round the Crouch yard and when fired into life, it's amazing how both of them (obviously – as they have the same engine) sound identical. While the big step ring on the Trader's front wheel means

it's a lot easier to get into, the E4 wins our vote as having the best driving position as there's loads of room in the cab.

A look at the mass of levers between the E4's seats and it's easy to confirm the Trader overdrive top gearbox lever. I'd be keen to take this 4x4 anywhere – with such a gearbox – but in also spotting the two winch levers that can have a life of their own, I reckon that if I had a choice, I'd rather have something else from the Crouch stable.

Well, as we said, he does have 36 front-line vehicles to choose from although in fairness, none of them means as much to the Crouch story as this pair of Fords.

Ted's yard

Mike Blenkinsop takes a look at a great Scottish product after 'falling for' a hybrid wrecker lying in Ted Heslop's yard, but takes a little time to realise the madness of the situation.

Words & photography: Mike & Julie Blenkinsop

he advert read: 'Albion 6x4 recovery, £450'. It was the latest copy of the HCVC News in 1988. A 6x4? Now, what kind of Albion would that be? How about a CX22S or its little sister, the CX24S, ex-army gun tractor and plant transporter respectively. Maybe it's a prototype or a one-off project, I thought and here it was, tucked away in my own part of the world; the number had a Hexham, Northumberland code.

Following a phone call, the owner, the amiable commercial vehicle dismantler, Ted Heslop and I met up on a forest road near the Northumberland village of Slaley. How or why the vehicle was up there in the middle of nowhere remained to be seen, but this patch of forest seemed to be acting as a bit of an over-spill yard for his commercial vehicle dismantling business down on the other side of Hexham.

Sadly, the Albion turned out to be a one-off project. It was the mating of two different vehicles, an ex-Army Albion chassis and a Scammell Pioneer breakdown recovery body, but it did have a certain 'je ne sais quoi' about it and wouldn't it look good restored in Deighton's colours? I stupidly speculated.

Although not a purist when it comes to restoration of old commercials, I still admire those who want to put a vehicle back to exactly how it was when it left the factory. However, if a military vehicle turns up at a show as a commercial recovery tractor, great – it has been saved and represents part of history.

EXHIBIT NO. 29 F.V. 11105 Truck 10 ton 6 x 4 G.S. (Albion) Tipper (3 Way)



The SMMT/FVRDE exhibition catalogue page, showing FV 11105, the Albion shortwheelbase, three-way Edbro tipper, which is the chassis our wrecker is based on.

Recognition

When I finally saw the vehicle from a distance I recognised the cab livery from its days working a wrecker with the Felling company of Deighton Heavy Recovery Services, in Gateshead. Its previous owner was Ralph Crow, who, if you are a regular reader, you will have met in a previous issue of HC.

Despite living and working around the Tyneside area, I never saw this Albion wrecker actually attending a call. As could be seen, on closer observation, it was an Albion WD/HD/23S chassis, to which a Morris 21/2ton recovery crane had been fitted, complete with the Scammell Pioneer SV/2S wooden supporting bodywork.

If you are wondering how I know it was a Pioneer, as it is very similar to the later Explorer, the big difference appears to be the access point into the body and the jib controls.











Above: Shot from the Pioneer box-body, over the cab of the Albion, shows the winch operating the crane jib, in detail.

Left: Some interior tidying-up required.

Classic Restoration



The Museum of Army Transport Beverley's Albion Machinery 'shop', in the MAT courtyard before the museum's closure.

The folding-steps into the body are located mid-way down on the Pioneer, breaking up the parallel lockers. The Explorer had its entry closer to the back edge, two thirds down the body. Even with the seriously-fading bodywork, it was an interesting-looking vehicle which could have matched up quite well.

I had always hankered after an Albion WD/HD/23N. Not the easiest of trucks to store, it falls into the same category as the AEC Militant and the Leyland Hippo and not something the neighbours would appreciate blocking the cul-de-sac. I paid a refundable deposit on the proviso that I could get a storage place for it within four weeks.

This particular Albion chassis was a rarity in itself, as it had started life as a three-way tipper. In their Army service life, they were classified as an FV11105, rated at 10-ton and

were powered by their own Albion EN257C, 10,454cc petrol engine, pushing out a decent 160bhp. Their Edbro 7cu yd, 10-ton tipper bodies appear to have gone to 'the great smelter', as, today, I know of at least one restorer who is desperate to get his hands on one; they were also found on AEC Militant chassis.

There was a commercial version, built as an eight-wheeler and best known for being part of the BRS fleet. It was designated the HD57L and while not exactly the same, was, visually, a very close relation. It used the Albion 9.9l, 120 bhp diesel and was rated as a fifteen-tonner.

British Leyland

Albion's works in Scotstoun, west of Glasgow city centre, was independent until 1951, so this Albion would have been conceived in Albion ownership, but probably wasn't built



showing the Albion 10-ton, 6x4, long-wheelbase, cargo truck FV11101.

This is one heck of a workman's hut. A 10,457cc workman's tea-cabin, on a Bellway Homes site at Doncaster, around 1987; at least, the steel guards would prevent some vandalism.

until the company was part of Leyland Motors, which then became BLMC in 1968. Although the vehicles still retained their individual identity, they began to use common cabs and vehicle branding became the norm.

In 1980, both Albion and Leyland used the LAD (Leyland, Albion, Dodge) cab when production moved to the Bathgate plant. A 1993 management buy-out brought Albion Automotive Products back into Scottish ownership, but an American owner then took it over in 1998.

Built between 1951 and 1954, the '23' was the postwar successor to the Leyland Hippo and rated at the same 10ton classification. These military Albions did seem to spend most of their life in Germany, as pictures of them working in the UK aren't common.

They were used in quite a few roles by the army, unfortunately never as a recovery



An Albion 10-ton cargo, 55 BK 16, in Fenham Barracks, Newcastle Upon Tyne; I think that this was the first time I had ever seen one.



An action shot of 85 BL 36, Albion WD/HD/23N, in 10ton army cargo form, at Tyne Dock, near South Shields, in Tyne and Wear, in 1962.



A well preserved Albion WD/HD/23N machinery truck, FV11102 example in the REME Bordon collection. The smaller Albion Clansman, 55 BD 01, canvastopped machinery truck is in the background.

tractor, but in machinery workshop, general cargo, and construction roles.

Two different wheelbases were engineered at the Albion works. The short-wheelbase version, at 159in, was the rarest of the pair, as only the three-way tipper used this chassis, although Bart Vanderveen's directory does mention a short wheelbase cargo with a 14ft body, but I have never seen sight of such an 'animal'.

The longer one, at 192in, was used by all other derivatives, the General Service Cargo, the Machinery Shop and the Crane (FV 11103). The tipper version had hydraulic rams placed so that the load could be discharged from either of the two drop-sides or from the tailgate. The longer chassis also provided the mount for a formidable mobile crane structure, a Jones KL66, rated at six tons.

All of the Albion cargo trucks were usually registered with the BD, BK or BL lettering system, examples being 55 BK 16 and 99 BD 27. The Albion-based Jones cranes, being sold

off at the Ruddington Ministry auction sales, appeared to be from two separate contracts, as one tranche had channel section jibs (86 BL 32 - 59) the other was of the lattice type of construction (98 BD 90 – 99 BD 27).

What a workshop

The machinery shop was a particularly fine piece of kit. The spacious house-type workshop was built by Strachans and the interior would be stuffed full of tools which could effect repairs to everything, so when these vehicles came up at auction, for little money, the purchaser not only bought a fine truck, but a workshop full of tools too. The inventory would read: Rollo Lathe, Ajax bench drill, Hopkins grinder, Wolf half-inch drill, Black and Decker Ripsnorter saw, taps and dies, etc.

The bulk of these fine vehicles were disposed of under the gavel of auctioneers Walker, Walton and Hanson, at the Ruddington MoD sales near Nottingham, in the period around 1969, but due to the special nature of their design, some, literally, soldiered-on until the early 1980s. The prices achieved never represented their real worth. One was bought by the Post Office directly from the Ministry of Supply for use at the Goonhilly Downs Radio Station in Cornwall, in 1964. It was registered ALB 892B, which suggests a direct transfer between government departments rather than being re-purchased from a middleman.

Fortunately, some have been preserved. Beverley Museum of Army Transport had an Albion machinery shop, FV11102, which looked to be in good external condition when last seen, before the museum went into liquidation, around 12 years ago. The museum collection was packed up and in the biggest military convoy seen in peace time, the exhibits were taken into military storage, although recently, some have appeared to have acquired private owners.

Classic Restoration

Another fine example is well-maintained and undercover in Hangar 53 at Bordon, in the REME collection.

Others had a less secure future. Bellway, the house builder, acquired, at least one, using it as a site storage hut in 1983, on a large development in Doncaster. Although there is no knowledge of its eventual fate, the company had done well to protect it from the vandals and had steel plates made up and placed over all the windows.

Being based in the north-east of England when young, I used to regularly see a 10ton cargo, 85 BL 36, in the South Shields area, which was probably attached to the gun battery based down there. Another, 55 BK 16, appeared in 1962 during a Household Cavalry open day at Fenham Barracks, in the centre of Newcastle Upon Tyne.

Albion was obviously keen to maintain its army connection, so had also built a 5ton general service cargo truck designated the WD66N, in the hope of gaining another army contract. It would appear that nine were built as prototypes, Strachans providing the cargo body. At least two entered army service as numbers 92 BP 02 and 05, powered by the, then new, Rolls-Royce B80



The picture on the box is supposed to be an AEC Militant, but it isn't; it is, however, a copy of the SMMT/FVRDE photograph of a project Albion 5-ton cargo truck.



engine, but there was no series production.

Following their progress and army release, we find one working as a wrecker in Chard, Devon, with KP Sage Recovery in 1988. By then, it had been re-engined with a more economical Bedford diesel. Bizarrely, it was the photograph of one of these Albions, which appeared in the SMMT/FVRDE* sales exhibition brochure, which provided the image for a Lesney-Matchbox model 'faux

pas' (*SMMT-Society of Motor Manufacturers and Traders/ FVRDE-Fighting Vehicle Research and Development Establishment).

A miniature motor

In 1956, the toy company started to produce many examples of military vehicles in their 1-75 range of die-casts. One in particular deserves mention, N°62, which is described as a general service cargo truck and was intended to be an AEC Militant GS wagon. A few things went wrong with it. It was built with curved rear mudguards, which denotes the quite different gun tractor version. However, the greater 'faux pas' was in using the image from the 1956 FVRDE exhibition brochure to illustrate the vehicle on the box, as it is clearly the prototype Albion 5ton.

If the photograph is compared to the drawing on the cardboard box of the Matchbox model, it bears a perfect resemblance to the project FV14001 Albion 5-ton GS, which appeared at the 1956 exhibition. Someone gave the artist the wrong picture to copy.

What happened to the Hexham Albion recovery tractor? Sadly, its fate was probably the smelter, as I couldn't find anywhere that could take it at reasonable cost, so I had to go back to Ted for my deposit and gentleman that he was, he gave me it back without question.

Looking back 30 years later, it was a kind of madness. There are now many professionals who could have rebuilt this great vehicle for me; I certainly didn't have the time, the skills or the resources to do it, but at what cost? £5-8000, perhaps?

I wasn't alone. How many times have you seen "new project forces sale" "no time to complete" or the more honest, "run out of money"?

Had money not been a problem, wouldn't it have been great to see this 1970s example of a hybrid wrecker, in Deighton colours, on the rally field.

The Albion WD/HD/23N was a forward control, cab over engine design, but next month, we look at its lovely sister, the bonneted CX22S.



Above: The Lesney-Matchbox N° 62, AEC Militant 10-ton 6x6 heavy artillery gun tractor FV11002.



The Albion WD/HD/23N was used as a chassis for a heavy-lifting Jones KL66, girder-section mobile crane. This one may be 99 BD 27, as this was the only Albion on the auction day and was listed as lot N° 1654 in the March 19, 1970, Ruddington vehicle sale catalogue. It was photographed in the MoD Ruddington compound, prior to being offered for sale by auction. Cameras were banned within the site, although pictures do exist of vehicles in the compound; these will have been taken with special permission or clandestinely.

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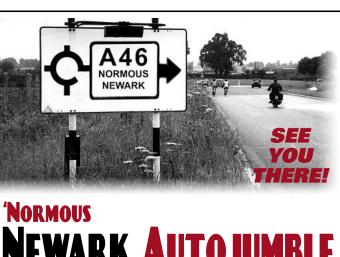
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CEMENT TRANSPORT

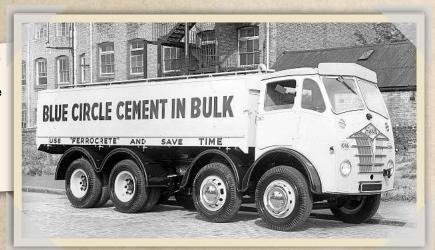
With construction being such a massive industry in the UK, I thought I'd make this month's theme the transportation of cement, in all its many forms.

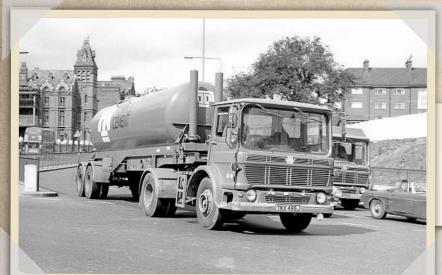
This sort of transport has long required specialised engineering and designs to carry the cement powder

in bulk form, or when transporting it 'ready mixed'.

As per usual though, we have very little information with these photos, so if you can help fill in the gaps please write in or email. The addresses are on page 53.

This is possibly a supplying dealer photo of an unregistered Foden about to go into service with Blue Circle Cement. It also advertises 'Ferrocrete', which is concrete reinforced with steel rods/mesh. Its fleet number was 1086. NA3T photo ref CG00238.





This Tunnel Cement AEC Mandator, reg TKX 495J, was photographed at London's Archway at some point in the 1970s. Its fleet number is unclear, but is possibly 861-86. NA3T photo ref Edward J Beazley VS01958.

This is February
1980, and the Blue
Circle Croydon
depot takes delivery
of five new Leyland
Bison 2 bulk
tankers. NA3T photo
ref John F Simons
JS00257-06.





February 16, 1973, and a Tunnel Cement BMC is on its way at London's Archway. Its fleet number is 043-14. NA3T photo ref Edward J Beazley VS02098.



This superb photo shows four Leyland Comets at the Cement Marketing Company headquarters in 1952. The slogan on each cab reads 'Under free enterprise British cement is the cheapest in the world'. NA3T photo ref Arthur Huswitt Hu03123-a.



Just why these two Cement Marketing Company Leyland Beavers, fleet numbers 585 and 604, are squeezing through the crowds at Epsom Racecourse back in 1951 is anybody's guess. NA3T photo ref Arthur Huswitt Hu02735-d1.



Over 40 years separate the Leylands on this page, and how things have changed. This twinsteer Leyland Roadtrain was seen at Lawley Middleway, Birmingham, in March 1994. NA3T photo ref Jack London JLC00269-25.



This brand new Leyland Bison mixer was photographed near Marble Arch on August 30, 1973. The trade plates are 280 FG – anybody know who the dealer was? Note also the Mini van, with its pressed grille panel, on the lorry's offside. NA3T photo ref Edward J Beazley VS02353.



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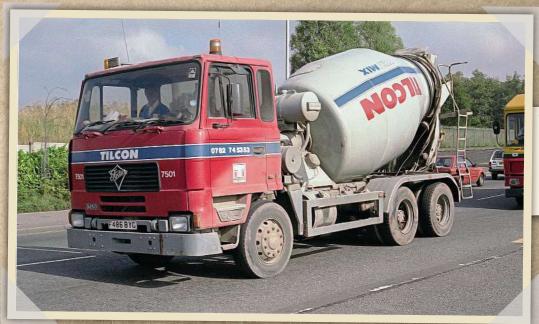




Do any of these photographs trigger old memories? Perhaps this used to be your lorry or you recognise the company name or someone in the photograph. Don't be afraid to write to us...

Stephen Pullen Heritage Commercials, Mortons Heritage Media, PO Box 43, Horncastle LN9 6LZ email: spullen@mortons.co.uk

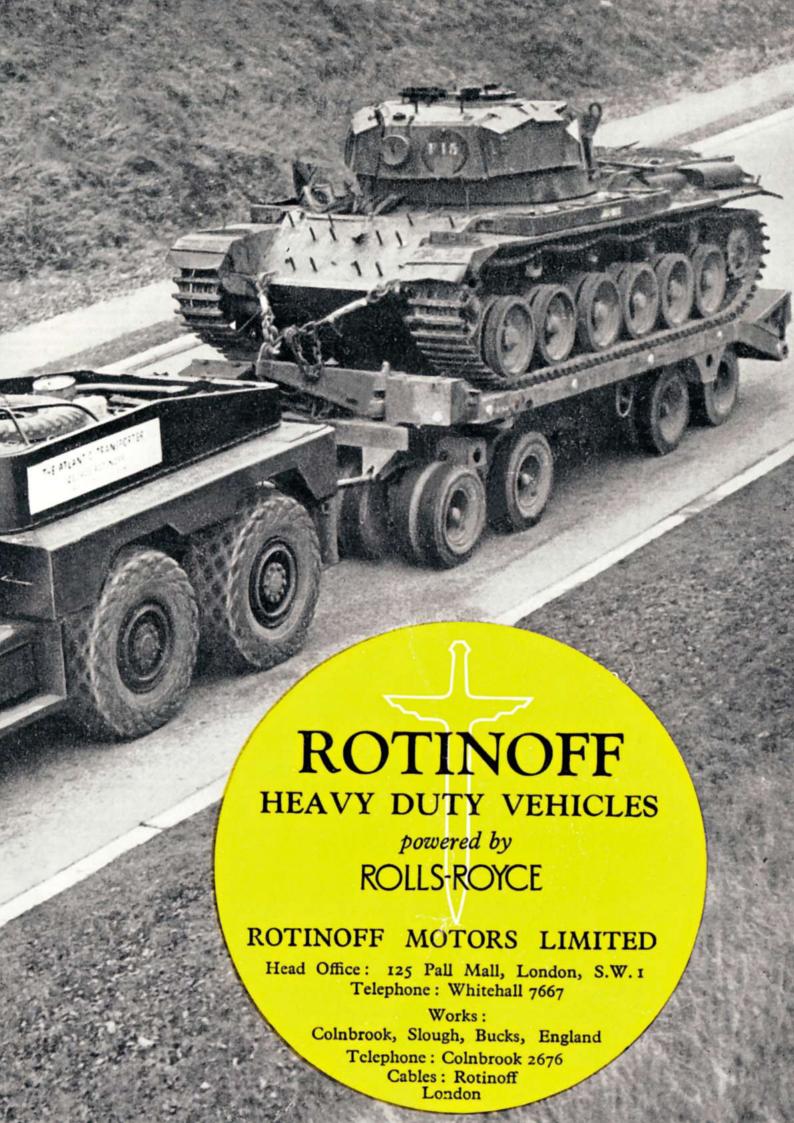
This is London's East India Dock Road circa 1992, and N Sutton's Foden, contracted to Rugby Cement, makes another delivery. NA3T photo ref Jack London JLC00235-12.



We'll end this month with this Tilcon Foden 3250, fleet number 7501, at City Road, Fenton, in September 1993. NA3T photo ref Jack London JLC00276-03.







Russian Lassic

KAMAZ got going at the point when Britain's truck industry began a terminal decline. **Ed Burrows** tells the story of the commercial and military truck builder that during the four decades following completion of the construction of the world's biggest integrated truck manufacturing plant complex in Tatarstan, Russian Federation, has delivered well over 2,000,000 vehicles.

Words: Ed Burrows Photography: Kamaz Open Joint Stock Company



The first generation KAMAZ cab differed from the second in having headlights either side the grille and a square-ended bumper.



n 1969, the Central Committee of the Communist Party of the Soviet Union and the USSR Council of Ministers decreed that a new heavy-duty truck manufacturing operation was to be established.

They weren't pussy footing. By British standards, their vision and commitment were off the scale. Putting this into perspective, the year before – 1968 – a combination of meddlesome government policy, militant trade unionism (arguably with a distorted communist agenda) and jelly-brained senior management led to the creation of British Leyland.

Did the Soviets know that Britain, at the time the world's biggest truck exporter, had pressed the start button for a process that would end with the total demise of indigenously-owned UK heavy vehicle manufacturing?

The BL conglomerate was such a disaster



that in 1975 it had to be 'rescued' by nationalisation. A year later, the first KAMAZ model 5320 rolled off an assembly conveyor in a city and a region probably no Brit could point to on the map.

The six-digit numbering stencilled on that first truck reflects the 150,000 vehicles and 250,000 diesel engines annual output in place at the commencement of production. To achieve this level of output necessitated constructing a vehicle manufacturing complex bigger than anything ever seen in the world before.

Old-style Soviet enterprise is not to be underestimated. In the 40 years since Number 000001 (preserved for posterity an exhibited in the KAMAZ R&D Centre), well over 2,000,000 vehicles and nearly 3,000,000 engines have been produced – and exports made to more than 80 countries.

Impressive, certainly, but do the maths: there must have been many years when

annual production has been well below the factory's 150,000 vehicle capacity. Even the fact that KAMAZ also produces trailers and dumper and dropside bodywork wouldn't be enough to make up the shortfall.

Spread over an area of 40 square miles in the environs of Naberezhnye Chelny in the Republic of Tatarstan – a member state of what is now the Russian Federation – building work required more than 100,000 people. The location, 550 miles east of Moscow and one of 70 candidates initially considered, was chosen because it has the strategic advantage of being at the very centre of the former USSR, with excellent railway links. Also, Naberezhnye Chelny is on the Kama River, a navigable tributary of the Volga, Europe's longest river and a major water transport artery.

The name

It is from the Kama River that the name is partly derived, KAMAZ standing for

KAMskiy Avtomobilny Zavod (which translates as the Kama Automobile Plant).

From inception to opening for business took five or so years. That's not long, considering what was involved. KAMAZ is not simply an assembly operation. It is an entire industry, with integrated design and engineering, foundry and forge, press shop and associated metalworking and component manufacturing resources.

Imagine the immensity of the management challenges: new plant, new products, huge throughput capacity, equipping and training. And in the absence of a local skills base, workers had to be recruited from the length and breadth of the USSR. But the Soviets didn't embark on the venture entirely by themselves. They enlisted technical help from automotive and other businesses in Germany, the US and elsewhere.

Overall, the project included building a dam and a hydroelectric power station.

Manufacturer's history



Saved for posterity: the first KAMAZ, a 6x4 model 5320, production number 000001, is a Russian industrial icon now housed in the KAMAZ R&D Centre.

The infrastructure of the small community of Naberezhnye Chelny was massively expended, with new housing for thousands of workers, together with schools and medical, cultural, sport, entertainment and other facilities.

During the passage of two decades, a community of 27,000 people grew to well over 500,000. And in Naberezhnye Chelny and beyond, all told, KAMAZ now employs over 40,000 people.

Given the physical geography and climate extremes that characterise parts of European and Asian Russia – the temperature reaches as low as –65°C in winter – rugged endurance is and was the overriding engineering priority.



Addressing the transport needs that are the lowest common denominator of economic growth – and a dominant market position that was planned from the outset – have inevitably combined to place output above the need to keep abreast competitors by introducing new models and facelifts at regular intervals.

In consequence, over the course of four decades, until last year, externally there have only been two mild cosmetic evolutions of the original tilt cab. On that basis, it is perhaps fair to say that if the 1976 original now qualifies as a 'classic' – as does a visually unchanged cab fitted to some specification

variants until 1995 and others until 2000.

To some eyes, KAMAZ trucks are solid, worthy and unadventurously bog standard, but in some export markets that's just the job. And there's nothing unadventurous about the promotional razzamatazz that goes with being a consistent winner in the Dakar Rally and other endurance trials used by KAMAZ to demonstrate toughness and performance in extreme conditions.

The first generation's base model, the 5320, was a heavy-duty 8-tonne payload 6x4 powered by a 215-220bhp 10.85 litre KAMAZ type 740 naturally aspirated V8 diesel. The type 7403 turbocharged version of this engine,



The KAMAZ-master racing team is a consistent winner of the Dakar Rally. Victory in Argentina this January was great promotion for Latin American sales.





A concrete pumper on a 41 tonne GVW model 65201 8x4 chassis with the still-produced second generation cab; the engine is a 300bhp Cummins ISB6.7e4.



KAMAZ stands out from the crowd in offering a 6x6 tipper. The 210bhp Cummins ISBe powered 33.1 tonne GVW 6522 features the third evolution of the original cab.

developing 260bhp, was suited to rigid and semi-trailer tractor models further up the weight scale.

The model 53211 rigid had a maximum rated gross of 22 tonnes – and 36 tonnes with a drawbar trailer. The 54112 6x4 tractor unit was designed for a gross combination weight of 36 tonnes. The 740 series engines have been further developed over the years but, since the original type number still applies, step changes seem to have been 'appropriate' rather than fundamental re-engineering.

The first update

The first cab makeover entered production in 1995. Although the two-piece flat-glass windscreen with central pillar was retained, the roof height was increased, and round headlights on the lower front panel were replaced by rectangular units fitted into a new bumper with ends curved round towards the step.

New specifications featuring the revised cab included a 15 tonne rated 6x4 dump truck, the 65115, and an extended-loadbed rigid with factory-fit steel dropsides.

The original cab was updated again in 2004. Features included a more contoured bumper unit and noticeably bigger wheel fenders, a more smoothly integrated sleeper extension option and, for some models, a moulded

plastic dashboard instead of a sheetmetal pressing.

The present – the third – iteration of the original cab structure was revealed in 2009 prior to going on sale the following year. Heavily revised, it incorporates a freshened 'face', with a bumper panel that integrates with the cab steps, a swivel headlight option, plastic dashboard with electronic instruments and a one-piece windscreen.

The cab makeover was followed in 2011 by a series of technical developments, each involving manufacturing joint ventures.

KAMAZ diesels were supplemented by Cummins units for some specifications – and KAMAZ-built ZF gearboxes and other components were introduced. Drum and disc brakes benefited from a new joint venture with Knorr-Bremse and similarly a tie-up with Federal Mogul produces pistons, cylinder liners and rings for KAMAZ's own-brand engines.

There's a saying in motor racing, 'win on Sunday, sell on Monday', and as well as promotion, feedback and experience gained in competition contributes to improving the breed.



Given Russia's winter climatic extremes, rugged snow plough, gritter and sweeper trucks constitute a significant niche market.

Manufacturer's history



KAMAZ produces a 24 tonne rigid available with a variety of proprietary knuckle-boom cranes; a Liebherr option in the pipeline as a result of a joint venture.



Seen here on trials running on methane, in standard form the 37.85 tonne rated 6x4 model 65116 tractor has a 300bhp KAMAZ 740.30 Euro 2 turbodiesel V8.



Shape of things to come: an 8x4 tipper with the new Mercedes Axor cab. This is probably a preproduction example.

Below: KAMAZ's model 6560 8x8 38 tonner has a 400bhp 740 series V8 and, a feature not yet found on its civilian trucks, ZF automatic torque converter transmission.

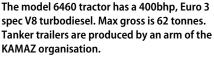




Rugged reliability in both military and civilian service proves a Russian adage: to keep a KAMAZ going takes only a hammer and a few swear words.



The 15.6 tonne GVW, 730bhp is a Dakar Rallybred 4x4 for the Army. With all that fighting spirit under the pedal, could any truck possibly offer more off-road fun?



And just to prove the point, the KAMAZ-master rally-marathon team placed first, second and third in the truck category of the Dakar event that ended in January of this year in Argentina.

The KAMAZ 4x4 racers rubbed the noses of rivals driving Mercedes, MAN, Iveco, DAF, Ginaf, Renault, Tatra and Hino machine in the dust. The result follows 13 previous victories plus consistent top placings. KAMAZ's 'sports truck' activities began in 1988. Like succeeding designs, the first vehicles were based on military-spec chassis.

When the regs permitted, engines producing a shade over 1000bhp were used. In the recent Dakar three of the squad – which includes competition-spec support trucks – were trials horses for a forthcoming new generation of engines being developed in collaboration with Liebherr.

Military motors

Military vehicles have long been part of the KAMAZ portfolio. Reflected by the continuing use of the Mustang name for an eight-member family of 4x4s, 6x6s and 8x8s, the present lineup of cargo truck and tractor specifications are progressive developments of what has gone before.

Three 4x4s, two 6x6s and one 8x8 use a militarised version of the original civilian cab, and two tractors, a 6x6 and 8x8, use a cab based on the 2009-10 makeover (armoured cabs are an option). Load capacities and KAMAZ V8 outputs for the 4x4s are respectively four tonnes/240bhp, 4.5 tonnes/260bhp and 5.6 tonnes/730bhp. Such prodigious power and truck rally performance in a 5.6 tonner really gives soldiers driving it something to smile about.

Payloads and power outputs of the 6x6 trucks are 7.65 tonnes/260bhp, 11.25 tonnes/260bhp and 16.95 tonnes/420bhp. Corresponding figures for the two 8x8s are 14.1 tonnes/360bhp and 23 tonnes/400bhp. The two military tractors each have a 540bhp Cummins ISXe. The 6x6 has a rated gross combination weight of 97 tonnes and the 8x8







A recent addition to the KAMAZ lineup, the 65226 has extra cooling to the rear of the cab. With six-wheel drive, this is a 75 tonner build for adverse conditions.



KAMAZ's two millionth truck, a three-axle model 6522, rolled off the assembly track early in 2012.

 equipped with an additional side-radiator cooling system to the rear of the cab – has a GCW of 120 tonnes.

The four tonne 4x4 – model 4326 – is the platform for the aluminium hulled KAMAZ 43269 Vystrel armoured vehicle, designed in the 1990s for service with Russia's border guards. However, the budget ran out, though they have been supplied for internal security duties in Kazakhstan and Azerbaijan, and to civilian operators for transporting bank cash and explosives.

Another KAMAZ diversification into military and paramilitary vehicles is the model 63969 Typhoon, an MRAP (mine-resistant armour protected) twin-steer 6x6 with a steel monocoque hull. The engine is a 444bhp

KAMAZ V8. The troop carrier version accommodates two crew and 16 soldiers.

KAMAZ's current commercial trucks span 4x2, 4x4, 6x4, 6x6 and 8x4 truck and tractor specifications on a variety of wheelbases. Grosses are from 11.9 to 75.36 tonnes. All are powered by either Euro 3 or Euro 4 KAMAZ 740 series 260, 280, 300, 360 or 400bhp diesels or Cummins ISBs of 185, 210, 245 or 300bhp. Gearboxes are six, eight or nine-speeds.

Light and medium payload two and three-axle medium trucks (11.9 to 21.6 tonnes gross vehicle weight) use day or sleeper versions of the second update of the original cab. Three other specification families use third-generation makeover day or sleeper cabs: 27.5 to 41 tonnes GVW three- and four-axle

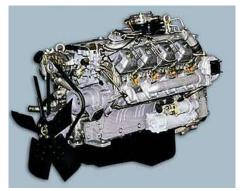
heavy-duty rigids, 37.85 to 62 tonne gross combination weight 6x4 tractors and various 4x4 and 6x6 trucks and tractors.

The civilian spec all-wheel-drive models are well suited to Russian conditions. So bad is the road system – with countless thousands more miles of tracks and graded dirt than tarmac – that a survey of road network quality a few years ago ranked the Russian Federation 125th out of 139 countries. Hence prominent in the KAMAZ lineup are three dump trucks in the 25.2 to 34 tonne GVW range, together with a 12.7 tonne 4x4, a 27.2 tonne 8x8, 17 and 21.6 tonne GVW 6x6 cargo trucks and 38, 62.7 and 75.35 tonne GCW tractors. The big tractors are exactly what are needed for all-terrain oil and gas industry operations.

Manufacturer's history



The Axor cabbed model 5490 entered production in early 2014, coinciding with the introduction of manufacturing process enhancements.



Over the past four decades, millions of KAMAZ 740 series V8 diesels in naturally aspirated and turbocharged forms have been produced, though Euro 6 compliance seems unlikely.



Following the introduction of the Mercedes-Benz Axor cabbed model 5490 long-haul 4x2, versions of the cab are being fitted to tippers and other chassis types.



The 6520 6x4 tipper is available fuelled by gas. But KAMAZ is under no illusions: Russia has the world's biggest gas reserves but poor refuelling infrastructure.



KAMAZ's Indian operation concentrates on rugged duty 6x4 and 8x4 tippers sold complete with bodywork. This 215bhp Cummins engined 3121 is a 31 tonner.

Body construction

As well are bare chassis, within each these categories are trucks with factory-fitted dumper and dropside bodies, 34 tonne 6x4 dropsiders with knuckle-boom cranes and bulk liquid tankers, concrete transit mixers and concrete pumpers.

Standard catalogued specifications also include rigid trucks for transporting ISO containers and all-wheel-drive chassis with regular cabs but personnel carrier bodies. These are chiefly for operation in the natural resources sector, where accommodation camps can be remote from actual worksites.

Beyond these are CNG (compressed natural gas) fuelled engine options. The fifth basic category, the 5490 series entered production later in 2013 and is the first new from the wheels up KAMAZ truck design since the original model 5320.

The flagship 5490 is a 44 tonnes gross 4x2 long-haul tractor, and is a complete break with the past - and other specification derivatives are already beginning to appear.

"Besides trucks, trailers, semi-trailers, dumper and other bodywork, KAMAZ also builds buses and coaches"

This latest KAMAZ family is the product of joint venture, collaboration and licensing agreements with Daimler AG, which holds 11% of the authorised capital of the KAMAZ Open Joint Stock Company.

In consequence, the 5490 uses a Mercedes-Benz Axor cab structure (with two bunks) and is powered by a Daimler OM 457LA diesel, a turbocharged, after-cooled, 11.97 litre inlinesix that develops 428bhp. The gearbox is a high/low range splitter eight-speed ZF.

In the pipeline are specifications with KAMAZ's own engines, automatic transmission and 6x4 trucks, dumpers and tractors with a lower roofline version of Axor cab. A further dimension of the joint venture has been the announcement of plans to assemble at the Naberezhnye Chelny plant the Mercedes-Benz Actros 1841 LS (and eventually other models) for the Russian market.

It is evident that the Mercedes link is being used to advantage by KAMAZ to gain lessons in enhancing manufacturing efficiency and build quality. Although KAMAZ enjoys domestic market dominance, this has perhaps shielded it from the full force of competition and that technology catch-up is now the strategy.

While there are suggestions of ambitions in the direction of diesel-electric and gas-electric hybrids, gas as an alternative to pure diesel is a major priority. KAMAZ has actually been selling gas-diesel dual fuel trucks since 1987 and of course Russia tops the table as the country with the world biggest proven gas reserves.

KAMAZ bottle-gas driven vehicles run on CNG (compressed natural gas) and methane and LNG (liquefied natural gas) fuelled engines are being trialled. LNG is capable of meeting Euro 6 emissions standards, and KAMAZ sees direct operating cost benefits due to it not only costing less than CNG, cryogenic storage tanks don't weight as much as CNG tanks of equivalent capacity either. But there is a barrier to progress: as KAMAZ is not afraid to point out, Pakistan has a gas refuelling infrastructure superior to Russia's.

Despite the links with Cummins and Mercedes, a couple of years ago an accord was signed with Liebherr - the engine building subsidiary of which is in Switzerland - to develop Euro 5 and Euro 6 compliant inlinesix diesel and gas engines in the 450-700bhp range.

These are slated for production in 2016. Cooperation also covers Liebherr Group truck-mounted cranes and concrete pumps. Separately, an all-new cab for light and medium trucks may also be on the horizon, and an initiative has also been announced for the development of autonomous (self-driving) vehicles.

Besides trucks, trailers, semi-trailers and dumper and other bodywork, KAMAZ also builds buses and coaches. It has around 45% of the Russian truck market, which at the moment is depressed. To help generate sales, KAMAZ is operating a trade-in scrappage scheme. Fancy a Russian Tatarstan-built classic? Now may be the perfect time.



passenger vehicles over 3.5t.

This fantastic weekend will start on Saturday morning with early vehicle arrivals, followed by a leisurely Saturday afternoon road run. Saturday evening's social event includes a meal followed by after dinner entertainment. On the Sunday, the rally will be in full swing, and will finish approx 1600hrs. There will be a FREE shuttle bus service from Newark town centre and railway station to the showground and back. There will also be a trip to the Lincolnshire Road Transport Museum on Sunday.

David Hopkins, 220 Leicester Rd, Loughborough, Rally Organiser -

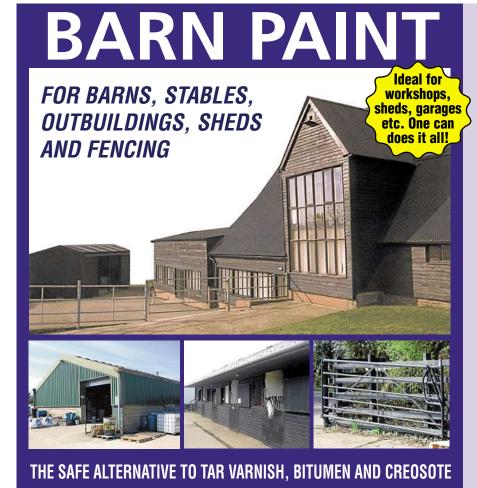
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From our archives

This month we're featuring extracts from the MAN HT range brochure for 1981. This includes MAN's concept vehicle, the X90, which it hailed as 'the next decade's supertruck'. Of course, it never went into production, but you can see its design influences on the likes of the Renault Magnum.

Anyway, did you drive, own or work on MAN vehicles back then? If so please write in and tell us your experiences.



Truck Range









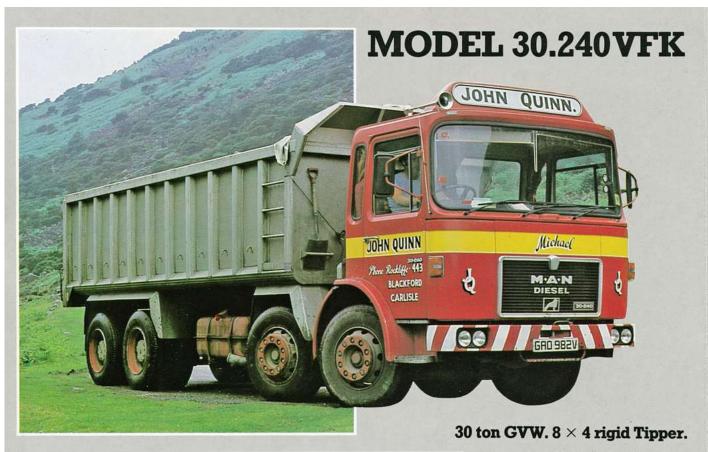








For operators requiring a full sleeper cab facility the 16.240 FTS model is fitted with a purpose-built and luxurious twin bunk installation, convertable to a single bunk if required. In addition to the provision of comfortable thick mattresses and cushions, all covered in a matching woollen material the cab also provides full sleeping area curtaining and V-form upper bunk safety straps. As with the 16.240 FTN non-sleeper cab counterpart the vehicle is ideally suited to operations where time is an important consideration. The M.A.N. 11000 Kg capacity hub reduction rear axle has an inherent strength and durability for operational reliability even under the most arduous of conditions, whilst the dual circuit full air braking, including a load sensitive device and a low-noise engine exhaust brake ensures positive and controlled stopping power. Other important elements in the 16.240 FT tractor's high standard specification include an adjustable fifth-wheel base mounting plate, rubber rear wings, hydraulic powerassisted steering, spare wheel, tyre and carrier and long-range 420 litre fuel tank.









Unquestionably the finest eight-wheel tipper in the business. This model's body and payload rating of 22023 Kg. (21.7 tons), and generous capacity 'on-site' components have been engineered for profitable heavy duty tipping operations. A 22000 Kg. (21.6 ton) cap., tandem drive bogie with hub reduction rear axles incorporating an inter-axle differential and cross-axle differential locks, achieve a high degree of articulation and positive traction on the worst site and conditions. The 6.3 m (248 in.) outer-axle spread 30.240 VFK possess the same high quality specification as the haulage model giving the 30 ton tipper operator the best of both worlds - off and on the road - a beefy 420 mm (16.5 in.) dia. clutch; a rugged suspension designed to absorb shock loadings and the tortuous twisting imposed by uneven and rough terrains; uneven loading problems are reduced by high capacity axles which help maintain stable operating conditions; and inside the cab, the driver sits in luxury on a comfortable bodyweight-adjustable hydraulic seat. Full-air, dual-circuit braking and power steering make manoeuvrability easy. Power, strength, comfort and safety - the payload - profitable 30.240 VFK tipper.

Model Line-up

TRACTOR UNITS (Day Cab)	16.240 FTN 38000 kg. G.T.W. Note: UK maximum legal GTV	16.280 FTN 44000 kg. G.T.W. V is 32512 kg. (32 tons)	
	16.240 FTS 38000 kg. G.T.W.	16.280 FTS 44000 kg. G.T.W.	
TRACTOR UNITS (Sleeper Cab)	Note: UK maximum legal GTW is 32512 kg. (32 tons)		
	JUMBO 22.280 DFVLT 60000 kg. Gross JUMBO 26.280 DFT	JUMBO 32.320 DFT 105000 kg. Gross JUMBO 38.320 DFT	JUMBO 40.400 DFT 250000 kg. Gross
TRACTOR UNITS Special Types Operations	75000 kg. Gross JUMBO 32.280 DFT 95000 kg. Gross	120000 kg. Gross JUMBO 32.400 DFT 1500000 kg. Gross	
RIGID/DRAWBAR (Day Cab)	16.240 FD 16256 kg. G.V.W. (38000 kg. G.C.W.)		
RIGID/DRAWBAR (Sleeper Cab)	16.240 FDS 16256 kg. G.V.W. (38000 kg. G.C.W.) Note: UK Maximum legal G.C.W.	is 32512 kg. (32 tons)	
RIGID HAULAGE/TIPPER (Day Cab)	30.240 VF 30 Tons G.V.W. Haulage	30.240 VFK 30 Tons G.V.W. Tipper	
RIGID TIPPER/DUMPER	JUMBO 38.320 DFAK 38000 kg. G.V.W.	GVW is 24390 kg. (24 tons)	
RIGID TIPPER/DUMPER	16.240 HAK 16256 kg G.V.W.		
RIGID TIPPER/DUMPER Every effort has been made to ensure that the inform	26.240 DHK 26416 kg. G.V.W. Note: UK maximum legal on-road	32.240 DHK 32000 kg. G.V.W. GVW is 24390 kg. (24 tons)	32.240 DHA 32000 kg. G.V.W.

Every effort has been made to ensure that the information given in this publication is correct. The products marketed by the Company are, however, subject to continuous development and the Company therefore reserve the right to revise information without notice.

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The Future

10 tonne GVW Model 10.136

A superb new light-heavyweight rigid with a long-life quality specification and build far above that normally associated with trucks of this weight. Typical M.A.N. reliability and economy come from a 136 bhp (DIN) M.A.N. 6 in-line diesel, 5-speed synchromesh gearbox, and driver comfort from a low step, easy-tilt 3-man cab, trimmed and equipped for the 1980's driver.

The M.A.N. "VARIO" Cab

The concept of M.A.N.'s "Vario" cab system is a significant development in designing a vehicle cab that can be customised with a range of individual equipment supplied from a standardised range of cab-engineered packages. The cab's basic specification can be extended to suit the most diverse of long or short-haul driver needs with such items as air-sprung rotating seating, heated seating, refrigerator, kitchen, single or double bunks and auxiliary heating.

M.A.N. have always been driver concious and the new "Vario" cab provides advanced standards of comfort and convenience that keep pace with the Companys forward thinking in engine, chassis and running gear design.



M.A.N. 19.321 — Truck of the Year

A panel of judges representing nine of Europe's leading motor magazines awarded the much-coveted "Truck of the Year" laurels to the 44-tonne M.A.N. 19.321 4 × 2 tractor; this being the second time in three years that M.A.N. have received the award. Without doubt the vehicle's in-line six diesel made the biggest impression on the judges, "combining a number of factors until recently thought impossible to incorporate in a single unit".

"It has more than ample power at high speeds for long-haul express work; it has remarkably high output at start speeds like the best normally aspirated engines; it has excellent fuel consumption characteristics over a wide speed range and, last but not least, its noise and emission standards are exemplary". The 19.321. A further example of M.A.N.'s advanced truck technology — in action.





M.A.N. X90 — The next decade's supertruck.

X90 is M.A.N.'s roadgoing study for the future, providing a physical vision of a 'next-decade' supertruck. A fine example of M.A.N.'s innovative design engineering, the X90 is based on an 'interchangeablemodules' concept. With ONE, the fixed base module housing engine and mechanical units, and modules TWO and THREE containing driving and sleeping cabins. Advanced detail features include above-screen mounted LED instruments, 'touch' type switches, full-width window in sleeping module, and an aerodynamic efficiency of Cd 0.42, which is as low as most modern cars. X90 is here now, providing a unique bank of technology for the operators of M.A.N. trucks in the future.



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Tayside FSE/S

RF lorries have a big following north of the Border, and are very popular with collectors. Gordon Ireland from Tayside owns a superb pair of Sandbach stalwarts, as Bob Weir discovered on a recent visit to Kirriemuir.

Words: Bob Weir Photography: Bob Weir/As stated

Ithough Gordon is currently serving in the Royal Navy, he comes from a haulage background. He was born and raised in Kirriemuir, the birthplace of author JM Barrie of Peter Pan fame. Apart from its literary kudos, the town is also the birthplace of Sir Hugh Munro, the famous hill walker, who gave his name to all the mountains in Scotland with a height of over 3000ft.

"My grandfather spent his life in haulage, and my dad Ronald has also been driving commercial vehicles for many years," he explained. "It was from him that I acquired my passion for all things ERF."

Although Gordon has always liked old lorries, he didn't fancy following in the family's footsteps and opting for a career in transport. He said: "Since I was a young boy, I always wanted to go to sea and travel the world. I would have preferred to join one of the commercial cruise lines, but ended up with the Royal Navy."

In their heyday ERF lorries were the preferred choice of many Tayside companies,



including D C Thomson the well known newspaper publisher based in nearby Dundee. Gordon can still remember when he was growing up, seeing large number of lorries wearing the famous logo. He said: "I took whatever opportunity came along to be a passenger in an ERF lorry. A lot of the firms my dad was working for at the time preferred to use these vehicles. I remember regularly driving with him during the school holidays, or when I finished class at the end of the day. I'd get a phone call at home saying he was in the area. If he had time he'd stop to pick me up, and we'd be away on one of his jobs. This probably accounts for my fondness for the marque."

As soon as he had left school and started to earn money, Gordon had only one thought on his mind – to buy an ERF. He now owns two vehicles, and is already a regular on the Scottish vintage rally circuit. His 1957 model KV was originally ordered by the former Edinburgh firm Munro & Miller. "When it was new in early 1958 the KV would have

been fitted with foot high sides for work in the Scottish oil and gas industry," said Gordon. The lorry was subsequently moved on to a fairground operator, and did a stint as a mobile generator. The KV was eventually rescued from a scrapyard in Yorkshire by Selby enthusiast Geoff Dodds. The vehicle was restored during the 1990s, before being acquired by a classic car dealer. It was then owned by another enthusiast in Ilkeston, Derbyshire until Gordon finally bought the lorry in 2010.

He said: "I had spent most of my budget on buying the lorry, so I had to leave the vehicle in its existing livery of two-tone blue. I entered the KV at that year's Scone rally in September, before sending it off to the paint booth for a makeover. It was then resprayed in its current colour scheme, before adding the sign work."

A Kleer Vue

When Edwin Foden passed away in 1950, the reins passed to his son Dennis. He decided to introduce the new 'Kleer Vue' cab, which had



Gordon and Ronald Ireland.



Classic collection



Gordon is restricted to driving just the Kleer Vue cabbed lorry at the moment due to licensing restrictions.



TJV 959J was originally a Humber McVeigh tractor unit. Do you have any photos of it back then?

been designed by Ernest Sherratt and Gerald Broadbent. The rounded shape was a big hit with buyers, especially when the lorry was equipped with a Gardner engine. By the late 1950s the type was available in different formats, and with additional engines provided by Cummins, Perkins and Rolls-Royce.

The 1960s saw further changes at Sandbach, with the introduction of the 'Long Vue' cab. This was another ground-breaking development, and the first lorry equipped with the new cab made its debut at the 1962 Earls Court Commercial Motor Show. The cab's many features included a large one piece windscreen, concealed door hinges, push button door handles, and a front access panel for easy maintenance.

"When we got the KV back to Scotland we were able to make a more thorough inspection," said Gordon, who is a member of REVS, the historic vehicle society. "The mechanics turned out to be in good condition, but the bodywork needed a bit of attention. We had to rebuild part of the driver's step, but

a lot of this work was mostly carpentry. As I was away a lot with the Navy, my dad also helped out, especially with the servicing and maintenance. Between the two of us we can turn our hands to most jobs, but aren't particularly fond of holding a paintbrush."

Bomb disposal!

TJV 959J is Gordon's second lorry. He acquired the vehicle in 2006, when he was just 21. He said: "I bought it in slightly unusual circumstances, to say the least. I was down in Plymouth taking part in a training exercise for the Royal Navy. As I recall, we were on a cargo ship trying to locate and neutralise a suspected terrorist bomb. I was on the upper deck, when my mobile rang. I was not supposed to be carrying my mobile on duty, but the call turned out to be from my dad.

"Up to that point, we had been keeping tabs on TJV 959J for some time. The lorry actually belonged to the haulage firm my father was working for during this period, a company called Strathplan based in Forfar. The vehicle had been sitting in the yard for over a year marking time, and I was hoping at some point that the owner Jim Deas would finally get round to selling it. Apparently the subject had now come up in a conversation, and my dad was just checking to see whether I was still interested in acquiring the vehicle. I then had to do a spot of haggling in the middle of this training mission, while trying to be as discreet as possible. Fortunately we were able to come to an arrangement, and needless to say I was over the moon. We also managed to locate the 'bomb', so all things considered it turned out to be a good afternoon."

TJV 959J was first registered on January 1, 1971. The lorry was originally new to Humber McVeigh, a well-known fish merchant based in Grimsby. The tractor was eventually sold to Nelson Butler, based in Horncastle. The lorry was then moved on to a garage in Leek, Staffordshire, where it was converted into a breakdown truck. It then did a stint with showman Mark Waltham where it was fitted with a generator, and travelled all over the UK as part of Carter's Steam Fair. The next owner was a steam enthusiast from Godmanchester, before it arrived in Forfar.

Fortunately this lorry also turned out to be in reasonable condition, which helped Gordon's tight budget. He said: "The lorry originally started life as the front end of an artic and the rear was added later, probably by Mark Waltham. Luckily I didn't have to do a lot to it, apart from a new coat of paint. The sign work was done in Dundee by specialist Brian Robertson.

Can you help?

"One thing I am lacking with the Long Vue is some old photos. I've done a bit of research, and discovered that Humber McVeigh was a big company in its day. I've seen lots of photos of other lorries wearing their colours, but I can't find one of TSV 959J. Same goes for all the ERF's other owners. If any reader has any old photographs, I'd be delighted to hear from them."

Bearing in mind the Long Vue isn't a





Cab evolution. The 'Kleer Vue' is a traditional British-built cab, with plenty of visible woodwork.



company vehicle, I was intrigued as to why a number five had been painted on the front. "The number '5' is a throwback to my youth when I was just starting to get interested in ERFs," Gordon explained. "It's just a bit of nostalgia. My dad was working for Ian Robb of Forfar at the time, and his particular ERF was registered as G555 NSO. It was also the fifth lorry in the Robb fleet. By coincidence, both lorries were also painted a similar colour."

Father and son enjoy taking both lorries to road runs and rallies, and in the case of the Kleer Vue the lorry is certainly making up for lost time.

Gordon said: "The previous owner down at Ilkeston had barely driven the lorry in all the years he had owned it. Apparently the vehicle had only moved a paltry six miles in three



Gordon as a young boy. His father worked for several local firms that all used ERF lorries. Photo courtesy of Gordon Ireland.

years. He just liked the look of the KV, which I suppose is understandable. To remedy this I put the Vauxhall Corsa that I had used to drive down to Derbyshire on the back of the lorry, and drove the 350 miles back up to Scotland in one day. That was quite an experience, I can tell you."

Driving both the lorries can cause a few headaches as Gordon is only in possession of a normal license. He said: "It obviously doesn't matter with the KV because of its age, but my dad has to drive the LV if we want to take both vehicles to rallies or on road runs. Although I was obviously brought up with comforts like synchromesh and power steering I'm fine driving the Kleer Vue, provided my dad isn't sitting in the passenger seat making sarcastic comments."



Getting ready for the long haul back to Scotland. Quite a baptism of fire for a 50-year-old lorry.

Specification

Make/model: ERF KV 44G

Year: 1958

Registration: MVS 430 (originally registered RSC 838) **Engine:** Gardner 4L (5580 cc)

Transmission: six-speed David Brown,

two-speed Eaton axle **Top Speed:** 40mph

Make/model: ERF LV

Year: 1971

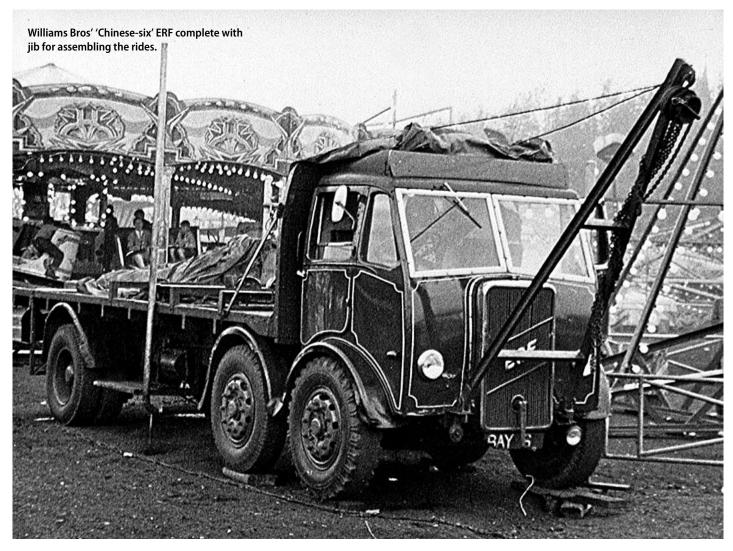
Registration: TJV 959J **Engine:** 205 Cummins

Transmission: six-speed David Brown

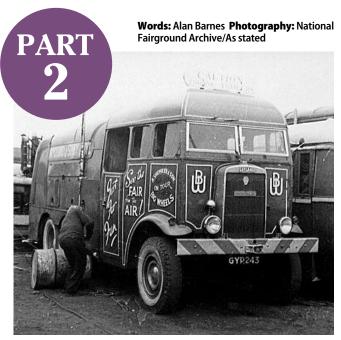
Top Speed: 55mph



During its life the 'LV' has been a tractor unit, a recovery vehicle and also spent time with Carter's Steam Fair.



All the fun of the



An unusual bodied Leyland six-wheeler pictured at the Birmingham Whit Fair on May 31, 1958.

FAIR

Alan Barnes continues his trawl through the National Fairground Archive to bring us the story of showland transport in the UK throughout the years.

he reference to the eightwheelers in part 1 of this article is interesting, as these vehicles were a fairly new type on the fairground scene at the time. During the 1950s the original operators of this type of lorry were beginning to trade them in and as the number of secondhand eight-wheelers increased so did the number being used for fairground transport. For those operators having to move large and fairly heavy loads, vehicles such as the Scammell Rigid 8 and the Atkinson and Albion eight-wheelers became increasingly popular and would remain so for many years



R Edwards & Sons Ltd Foden 'The Highwayman' photographed at Hampstead Heath in March 1959.



As the showmen moved from ex-military lorries to second-hand civilian vehicles, eight-wheelers like this ERF operated by C Wynn, became a common fairground sight. This is Putney Heath Fair in May 1960.



Joe Stevens Albion parked at the Rugby May Fair in 1960.



Silcock Bros of Warrington ERF tractor pictured at the Wigan Fair in 1961.

until the eight-leggers gave way to the articulated tractor units.

A contemporary of Jack Leeson and Philip Bradley was Rowland Scott who also shared the other two men's enthusiasm for recording the postwar fairground scene, the rides, technology, artwork, living wagons and transport. Whereas Jack and Philip Bradley shared a common engineering background and perhaps concentrated on the technical side, Rowland Scott covered the fairground from a different angle. He plunged himself into the social scene capturing the showmen, the gaff lads and the fairground public in everyday situations. His pictures were never posed and perhaps many were not perfectly composed in terms of framing the subject but they spoke volumes in capturing the atmosphere of the times. His pictures make up one of the largest collections in the Archive and record his intense travels around the Lancashire area as well as frequent visits to Newcastle Town Moor and Yorkshire.

Among the collection there are photographs of various trucks and vehicles around the various fairground sites but as well as these there are also many images of the vehicles and their loads out on the open road. These capture the essence of fairground transport and the drivers handling loads of sometimes three or four trailers hauled for example by an ex-WD Scammell Pioneer without the benefit of power steering or decent brakes - these drivers certainly earned their day's pay. Other images show groups of excited young lads on the roadside as the fair rolls into their town and perhaps these images are arguably more evocative of the 1950s and 1960s than some of the posed and set up images which Philip Bradley produced. That is in no way a disparaging comment about another very fine fairground photographer and the NFA holds a large number of his excellent photographs.

A way of life

Individuals such as Leeson, Scott and Bradley have left an invaluable record of fairground heritage which showed many aspects of the working lives of the showland families and the people who worked with them. However, it should be borne in mind that what these photographers and many other enthusiasts were doing was very much a hobby. For their

subjects in front of the camera this was their way of life and they had to make a living, and while tradition and heritage was significant, the commercial aspect of their business was of paramount importance. The fairground had to move with the times and just as the horse team had given way to steam power, so steam gave way to diesel. What has been referred to as the 'modernisation' of the fairs took place in the 1930s and 1940s with what can only be described as the wholesale destruction of steam engines, rides and fairground organs. In their place came more modern rides with influences from America and Europe now being brought to British audiences. The traditional ornate carved and painted rides gave way to lights, chrome and steel, a theme which has continued to this day.

However, even as many unique rides and engines were being lost there were several showman who made great efforts to preserve what they considered to be an important aspect of fairground heritage. Men like Harry Lee were responsible for keeping some of the older steam powered rides in working order and he was one of the few operators to still be using steam powered rides after the Second World War.

Transport heritage



J Scarrots six-wheeled Atkinson at the 1970 Rugby Spring Fair.

This was at a time when the steam preservation movement had not yet begun and indeed no one then had the slightest inclination to rescue and restore a commercial vehicle.

By the 1960s, the steam preservation movement had started with traction engines and railway engines being saved from the cutter's torch but not much attention was being paid to the fate of what are now seen to be classic commercial vehicles. It could well be argued that it was the fairground operators who came to play a major part in the preservation of many of the commercial vehicles which can be seen at events today. However, it is unlikely that many of the vehicles which were bought by the showmen were selected on their potential as future 'classics' as any vehicles which were acquired had a job to do and condition, adaptability and cost would have been the prime factors.

The steam preservation movement resulted in the saving and subsequent restoration of a number of the ex-Showmans engines, which can now be seen at events and rallies all over the country. However, only a relative small number of these are owned by fairground operators and even these are only occasionally used on the road to haul vans and trailers to venues. The recreation of the 'steam fairs' with power for the rides being generated by steam engines is often advertised as being a 'traditional' fair but in terms of the long history of the fair in this country the use of steam is a comparatively recent introduction.

Notwithstanding the return of steam engines to the fairground scene – and there are now many more steamers in operation than there were in the 1950s – for general transport requirements the showmen continued to rely on second-hand motor vehicles. Following the postwar upsurge in the use of diesel and petrol engined lorries and the demise of steam haulage it may well be said that as far as transport is concerned nothing much has changed in the last 70 years apart from the maker's badge on the front of the lorries.

Civilian lorries

While in the 1940s and 1950s great use was made of ex-military vehicles such as the Scammell Pioneer the next 'generation' of fairground vehicles were sourced from the



"as far as transport is concerned, nothing much has changed in the last 70 years except the maker's badge on the front of the lorries"



W Ling's Foden 'The Great Bear' at the 1975 Nottingham Goose Fair.



Jack Schofield's Scammell 45 tonner on duty at the Bramham Park Steam Fair in August 1983.



second-hand commercial vehicle market. The Gardner engined eight-legger proved to be a popular choice, with platform bodied lorries able to carry a decent load, haul a trailer and the vehicles also lending themselves for conversion into box vans and fitted with generators.

Some fairground operators have a preference to running, where practical, a mix of their old and modern vehicles. The older lorries, perhaps bought originally by the current owners father or grandfather and having done sterling service in the past are retained on the 'fleet' as a reminder of their transport heritage. A few years ago I had the great pleasure of spending some time with Tommy Benson and his family and learning something about the family history and their life on the fairground. I also had the opportunity of photographing the rides being set up and the vehicles being used to move the fair from venue to venue. These included a superbly restored Scammell Highwayman ballast tractor which was used to pull a living van, an Atkinson eight-wheeler, a couple of Fodens and an ERF.

Relying on the horse

While the Benson family have been associated with the fairground since the 1800s they were one family which never became involved with steam and relied on horses until well into the 1930s. It was not until 1936 that they bought their first motor vehicle, an Armstrong Saurer four-wheeled diesel engined lorry which was

needed to haul their first brand new ride, a Lakins built Ben Hur Ark. A couple more Armstrong six-wheelers were also acquired and these remained in use until the postwar period when an FWD SU-COE and the first of the Scammell Pioneers were added. In common with many other fairground operators the Scammell would become the mainstay of their fleet. The Pioneers served them well but eventually they gave way to the Highwayman and several of the articulated units were re-bodied and converted to haul drawbar trailers. The Highwayman, Registration Number OHU 758F, which was bought in 1975 remains one of Tommy's favourite vehicles and is generally used to haul his own caravan. Another Scammell in the Benson fleet, although not currently in active service, is the Scammell Showtrac Reg No EDL 111, which was bought from the Arnold Brothers. One of the Pioneers is also in store and is currently undergoing a complete restoration and will hopefully be seen on the fairground in the future.

By the early 1960s the family had acquired the first of the Atkinson eight-wheelers, a break from the Benson Scammell 'tradition', and since then other Atkinsons have come and gone but there is still one in current use along with more modern ERF eight-wheelers and tractor units. Among the NFA collections are some superb photographs showing the various Benson vehicles at work on a number of fairground sites in the south east of England.

A family story

Also a familiar sight at fairs in the south of England are the rides owned by the Harris family from Ashington in West Sussex. It was John Harris who came into the fairground business during the 1860s at the time of horsepowered roundabouts although he had actually started working as a timber merchant and he went on to become the first operator of steam powered roundabouts in Sussex. After his death in 1901 the business was continued by his son Frederick who bought a set of gallopers and moved the business to a new home at Ashington where it continues to this day. The transport followed the traditional route moving from horse-drawn cart into steam power with Burrell, Fowler, Foden and Garrett engines being used until 1946. Like other fairground operators after the war it too bought the first of its motor vehicles which included Scammell, FWD SU-COES and AEC Matadors. Some of those early vehicles, such as their very fine Scammell Explorer, are still very much in use today as is a rather elderly Bedford QL which may well be the oldest ex-military Bedford still in regular use on the fairgrounds in this country.

While the historic collections are obviously a valuable record for the NFA the archive itself is dynamic and is continually updated with a wide range of material. While the early donations covered mainly the first half of the 20th century much material has been added covering the second half and images and records from today's modern fairground scene are continually being added.

Transport heritage



Two lorries still at work with the Benson Family. The Scammell Highwayman has been owned by them since 1975. Photo Alan Barnes.

A photograph of a Volvo tractor unit taken on a fairground in 2015 will, in 50 years time, be of just as much value to students and researchers as the pictures of Jack Leeson and Philip Bradley.

Contributions to the NFA which cover the last 30 or 40 years include images from Ian Cawthorne, İan Trowell, Dick Price and Ron Kinder as well as a number of others. Just like their esteemed predecessors these photographers have included some excellent studies of lorries and trucks as well as the fairground rides in their scenes. These serve to illustrate the move away from what we would perhaps term the British built 'classic' lorries to the 'foreign' newcomers such as the Volvos and Scanias. However, the use of imported vehicles on the fairground is nothing new as back in the postwar period the American built Mack and the Canadian FWD were also widely used.

The modern trend for haulage and transport companies to trade in lorries after

only a few years use means that there is a wide choice of vehicles available on today's second-hand market. These high quality and well appointed vehicles have many years of useful working life left in them and although perhaps, in the event of problems, the sophisticated electronics and computer 'gizmos' cannot readily be fixed with a hammer there are usually ways around such problems. What the fathers and grandfathers of today's fairground operators would have given for lorries with air conditioned cabs, power steering and brakes that actually work – and with engines which had far more power than a Gardner 5LW could produce.

Getting to the site

Although the style of the rides may have changed and the lorries have become more powerful and better equipped, the basic requirement for the showmen remains unchanged. He still requires transport which can get him, his family and his rides from A to

B on schedule. While the days of the horse and cart and the steam engine are now consigned to history, the motor vehicle continues to be a key element in the continuing traditions of this country's fairground heritage. For 20 years the National Fairground Archive has been the custodian of invaluable photographic and documentary records of the fairground scene. That it continues to add both historic and modern records to the archive is to be applauded and this will result in the collection continuing to grow and to provide a valuable source of reference material for generations to come.

My thanks to Professor Vanessa Toulmin and her team at the NFA for allowing access to the archives and agreeing the use of a small selection from the many thousands of images which make up the various collections.

Many of the images can be seen on the NFA Digital website which can be accessed through the NFA main website at www.nfa.dept.shef.ac.uk/



Above: A line-up of E Series ERFs at Old Warden in September 2010. Photo Alan Barnes.

Right: In more modern times, foreign lorries have become a common sight on the fairgrounds, such as James Seale & Sons' Scania 110 pictured at Laughton in September 2013. Photo Alan Barnes.



Lewis Dickens' Foden and swingboats at Stapleford in June 2009. Photo Alan Barnes.



As requested by many readers, we've now compiled a list of the clubs in Britain dealing with all types of commercials, from light vans up to heavy haulage tractors. If you want your club to be included on our future lists, please drop the editor a line. In addition, an up-to-date list can be found at www.heritagecommercials.com

Please remember that when writing to clubs always include an sae for your reply.

THE AEC SOCIETY

7 Donaldson Drive, Cheswardine, Shropshire, TF9 2NY Website: www.aecsociety.com

THE ALBION CLUB

7 John Street, Biggar, Lanarkshire, ML12 6AE, Scotland Website: www.albion-trust.org.uk

THE BATTERY VEHICLE SOCIETY

21 Hartley Road, Chorlton-cum-Hardy, Manchester, Lancashire, M21 9NG. Website: www.batteryvehiclesociety.org.uk

BEDFORD DRIVERS & ENTHUSIASTS CLUB

The Griffin Trust, The Bunker, Airfield Way, Hooton Park, Ellesmere Port, Cheshire, CH65 1BQ. Website: www.bedfordenthusiastsclub.com

BRITISH COMMERCIAL VEHICLE MUSEUM TRUST

King Street, Leyland, Lancashire, PR25 2LE. 01772 451011 Website: www.bcvmt.co.uk

CLASSIC HEARSE REGISTER

10 Heath Road, Hordle, Lymington, Hants. SO41 0GG Website: www.hearseclub.co.uk

CAITLIN HOUSE TRANSPORT PROJECT

Commercial vehicle group dealing with all pre-1993 commercial vehicles in South & West Wales. Email: malcolmkirk@sky.com

COMMERCIAL TRANSPORT IN PRESERVATION LTD

Hazeldene, Crockford Road, West Grimstead, Near Salisbury, Wiltshire, SP5 3RH Website: www.thectp.org.uk

ERF-see REVS

THE FIRE NETWORK HERITAGE TRUST

Mr Michael Kernan The Fire Service College, Moreton in Marsh, GL56 0RH. Website: www.fire-heritage-network.org

THE FODEN SOCIETY

Membership secretary 13 Dudfleet Lane, Horbury, Wakefield, WF4 5EX Website: thefodensociety.org.uk

FORD & FORDSON COMMERCIALS – BLUE FORCE

Blue Force, Membership secretary PO Box 4812, Sheffield, S36 9WP Website: www.blueforce.uk.com

FORD TRANSIT VAN CLUB

c/o Peter Lee Stonelee, Leckhampstead Road, Akeley, Bucks, MK18 5HG Website: www.transitclub.co.uk

HISTORIC COMMERCIAL VEHICLE SOCIETY

Membership, 305 Limpsfield Road, Sanderstead, Surrey, CR2 9DJ. Website: www.hcvs.co.uk

LAND ROVER FORWARD CONTROL OWNERS CLUB

Web-based only: www.forward-control.org

LAND ROVER DISCOVERY OWNERS CLUB

Membership, Arbons House, Water Street, Lavenham, Suffolk, CO10 9RN. Website: www.discoveryownersclub.org

LAND ROVER SERIES 1 CLUB

Arbons House, 47 Water Street, Lavenham, Suffolk, CO10 9RN Website: www.lrsoc.com

LAND ROVER SERIES 2 CLUB

Membership secretary Series 2 Club, BM 7035, London, WC1N 3XX Website: www.series2club.co.uk

LAND ROVER SERIES 3 & 90–110 OWNERS CLUB

Series 3 & 90-110 Owners Club 16 Holly Street, Cannock, Stafforshire, WS11 5RU Website: www.thelandroverclub.co.uk

THE LEYLAND SOCIETY

The Leyland Society Ltd 10 Lady Gate, Diseworth, Derby, DE74 2QF. Website: www.leylandsociety.co.uk

THE LINCOLNSHIRE VINTAGE VEHICLE SOCIETY

LVVS Ltd, 91 Victoria Street, Grantham, Lincs, NG31 7BN Website: www.lvvs.org.uk

THE MECHANICAL HORSE CLUB

23 Parkhouse Road, Lower Pilsley, Chesterfield, S45 8DG Website: www.mechanical-horseclub.co.uk

THE MILITARY VEHICLE TRUST

24 Conway Avenue, Thornton-Cleveleys, Lancashire, FY5 3JH Website: www.mvt.org.uk

MINOR LIGHT COMMERCIAL VEHICLE REGISTER

Web-based only Website: www.minorlcv.co.uk

THE MORRIS COMMERCIAL CLUB

10 Charnwood Road, Corby, NN17 1XS. Website: www.morriscommercial club.co.uk

POST OFFICE VEHICLE CLUB

32 Russell Way, Leighton Buzzard, Bedfordshire, LU7 3NG Website: www.povehclub.org.uk

RELIANT OWNERS CLUB

8 Newton Road, High Green, Sheffield, S35 3HX. Website: www.reliantownersclub.co.uk

REVS (ERF HISTORIC VEHICLES)

21 Tilia Way, Bourne, Lincolnshire, PE10 0QR. Website: www.erfhistoricvehicles.co.uk

THE SCAMMELL REGISTER

45 Norman Road, Ramsgate, Kent, CT11 0DT. Website: www.scammellregister.co.uk

SENTINEL DRIVERS' CLUB

12 Whitebrook Lane, Camerton, Bath, BA2 0PN. Website: www.sentinelwaggons.co.uk

THE THORNYCROFT REGISTER

Frodsham Business Centre Bridge Lane, Frodsham Cheshire, WA6 7FZ Website: www.thornycroft.org.uk

THE TRANSPORT TRUST

Membership 202 Lamberth Road, London, SE1 7JW Website: www.transporttrust.com



OSCAR BLUE



Specification



Nuclear power stations have attracted their fair share of controversy over the years, particularly in Scotland. Special vehicles have even been designed to tackle potential problems, as **Bob Weir** discovered on a recent visit to Glasgow.

Words: Bob Weir Photography: Bob Weir/As stated

Ithough their safety record in the UK has so far been good, an incident at a nuclear power station could have far-reaching implications," said retired fire officer Bob Wright. Accidents like Chernobyl in the Soviet Union are a sober reminder of the serious consequences when things go wrong.

Bob is a member of the Scottish Fire Heritage Group (SFHG), and XLS 717Y is the latest appliance to join their ranks. Although the SFHG was formed quite recently in 2008, its roots go back to the early 1990s. "The organisation's purpose is to preserve its retired fleet of fire appliances, along with any documents and artefacts relating to fire fighting in Scotland," Bob explained. The group currently has three branches in Aberdeen, Edinburgh and Glasgow, and the majority of the members are retired firefighters with long and distinguished careers. In addition there are a few enthusiasts who have played a key role in acquiring some of the appliances, and restoring them back to their former glory. To further its aim, the SFHG has also joined the Fire Heritage Network UK. This was formed in 2004 to bring together all the volunteer organisations under one umbrella, in an effort to provide mutual help and support.

"In some ways the fire service is a bit like an extended family," said Bob. "The network brings together all the existing organisations under one roof. These include some of the country's fire museums, national fire engine preservation groups and societies dedicated to collecting, studying or researching the history of firefighting. It also acts as a bridge, linking enthusiasts or members of the general public

to individual member groups and providing a unified voice."

Bob's career is a typical example. His father and uncles all served in various fire brigades, and Bob himself was born and raised in a fire station. He was once a member of the Strathclyde Fire Brigade and since his well-earned retirement has taken on the role of the SFHG's historian. He said: "The history of firefighting in Scotland is an area that has been overlooked in recent years. One of the aims of the SFHG is to publish our extensive collection of documents as part of a Living Museum archive. We are also looking to preserve any new vehicles and appliances, including XLS 717Y."

Into service

The Dodge originally went into service as a Damage Control Unit at Hunterston Nuclear Power Station on the Ayrshire coast. Hunterston is one of only two Scottish nuclear power stations currently in use. The original facility Hunterston A was opened by Queen Elizabeth The Queen Mother in September 1964. It was eventually shut down in 1990, and is currently in the process of being decommissioned.

Construction work began on Hunterston B in 1967, and the facility started generating electricity in February 1976. The 1288MW station is equipped with turbines made by C A Parsons, and two parallel 610MWE (nominal) advanced gas-cooled reactors (AGRs) supplied by The Nuclear Power Group (TNPG). In its early days the plant used to operate at maximum capacity, but because of the station's advancing years the turbines no longer run at full power.

The power station is a major employer in the area, but has not been without its problems.



Emergency service classic





The Dodge had been stripped of its equipment but the SFHG is gradually replacing it. Photos courtesy Scottish Fire Heritage Group.





Seawater was reported to have entered the reactor as far back as 1977, due to a modification in the secondary cooling system. A small leak of carbon dioxide had developed, and a bypass pipe had to be installed to remove the contaminated water to the seawater cooling ponds. There was another scare 20 years later, when contaminated carbon dioxide from the station is believed to have found its way into three road tankers.

Station restrictions

More recently there have been concerns that the graphite moderator core in each of the twin AGRs might have developed structural problems. In 2007 this led to the reactors being restricted to operating at a reduced level of around 70% of full output. In 2014 it was also reported that cracks had been found in one of the plant's reactors. Two of the graphite bricks were apparently affected, but the plant's current operator EDF Energy has insisted that these are just part of the normal ageing process. On the plus side Hunterston B is still capable of supplying electricity to over 1 million homes, and although the plant was originally forecast to operate until 2011 its life has since been extended to 2016.

The Dodge G1313 was ordered by the station's then owners, the South of Scotland Electricity Board, from the now defunct firm of fire appliance manufacturers Fulton &

Wylie based just down the coast at Irvine. The vehicle was delivered in 1982, and was designed to serve on site. Bob said: "During the 1970s Fulton & Wylie was a major supplier of Scottish fire appliances, until it closed down in the early 1990s. The firm made a lot of the fire engines we used in the Strathclyde Fire Brigade, during my time in service."

The Damage Control Unit was given the call sign 'Oscar Blue', and was equipped with breathing apparatus, a light portable fire pump (LPP), and an array of other equipment to deal with possible incidents. The Dodge is powered by a Perkins 540 V8 diesel engine that also drives through a PTO (power takeoff), and a 110 volt generator and air compressor. These are used to power the onboard air and electrical tools. In addition the vehicle is also equipped with an extended lighting mast, to provide illumination during the hours of darkness.

Long service, low miles

The G1313 went on to complete 30 years' service, clocking up a miserly 7830 miles. It was then replaced by an appliance provided by the Ayrshire firm of fire engineers, Emergency One. Fortunately for the SFHG, Bob was then contacted by a member of the staff at Hunterston with a view to preserving the Dodge. "In 2012 we got a phone call out

the blue from safety manager Tom McMillan," Bob recalls. "I believe he'd visited Bridgeton on one of the Glasgow Vintage Vehicle Trusts open days, and had seen some of the Group's appliances. Apparently he was very impressed with the condition of the vehicles. When the subject of the disposal of XLS 717Y came up, our preservation group immediately came to mind."

Bob remembers there was also some initial confusion about the actual make of Hunterston's vehicle. He said: "He told us initially that the appliance was actually a Bedford. I'd never heard of a Bedford being used as a Damage Control Unit, and wanted to find out more. A few of us drove down to Ayrshire to inspect the vehicle, and that's when we discovered its true identity.

"The first thing that struck me was the superb condition of the vehicle. The mileage was also quite remarkable given its age. According to Tom the powers-that-be at Hunterston wanted to swap the Dodge for a smaller unit. They were not looking to send the appliance for scrap, but wanted it to go straight into preservation. We were obviously delighted to be nominated as custodians. We also thought the Dodge would be an ideal addition to our growing fleet."

When the thorny issue of money cropped up, there was more good news. "When I raised the subject of possible payment, Tom



Access to the rear is via a drop-down ramp.

said the power station was just looking to donate the vehicle on the proviso it would be properly looked after," said Bob. "It was then just a question of driving the Dodge back to Bridgeton, where some of our appliances are currently stored.

"One of the special features about this vehicle is that for a short period it was the only blue fire appliance working in the UK. I've been told that there was just one other example of its type ever made. The old fire engines attached to the Queen's Flight were also painted in blue, but they have also been retired into preservation."

Missing parts

Although the SFHG were happy to take on the responsibility of preserving the Dodge, unfortunately it had been stripped of all its interior equipment. Bob said: "The paintwork was also starting to look a little jaded, as the appliance had been kept outside. The lockers had similarly suffered from being exposed to the salty air. One of our first tasks was to clean these up, and make them look presentable. We have also been scouring eBay and various autojumbles, to see if we can source some replacement equipment. The Fire Heritage Network UK has also been very helpful. So far we have been reasonably successful, and have managed to locate several items. These include a Coventry Climax light portable fire pump, and some forced entry and pneumatic cutting tools. We also tracked down several branches and nozzles, and are on the lookout for some replacement hose.

"The type of equipment used on a nuclear power station Damage Control Unit is very similar to a standard fire appliance, but there are some important differences. For example, there is more emphasis on breathing apparatus. There is also seating for 11 crew members, which is well in excess of a normal fire engine. The vehicle was also equipped with an airline to allow it to stay on the Tarmac, while members of the crew were attending to an emergency inside one of the buildings.

"Perhaps one of the most unusual accessories was the original set of warning lights situated on the Dodge's roof. These were coloured yellow, instead of the traditional blue. The idea was not to alarm any members



of the public, if they happened to spot the Damage Control Unit driving around a nuclear site with flashing lights. We have fitted a pair of blue lights as a temporary replacement."

Like a lot of voluntary organisations, Bob and his colleagues have to raise their own funds if they need to purchase any equipment. He said: "We use a variety of different ways, like holding regular quiz nights. The public have also been very generous with their donations, as people seem just as keen as ourselves to see these old appliances kept on the road. We attend several events each year, and everyone who holds an HGV license takes a turn behind the wheel.

"The vehicle is straightforward to drive, although for some reason it does have a heavy clutch. Selecting sixth gear can also be a bit tricky, because after 30-odd years the gearbox is still very stiff. I suppose when you consider

the low mileage the vehicle has barely been run in, and even when it was operational would rarely have travelled at speed or on a motorway. You also have to be careful when you are driving in a tight space, as the rest of the bodywork is a bit wider than the cab. Fortunately the Dodge is equipped with power steering, which is a big help."

Having given the Dodge a quick refurbishment, it has now been added to the display fleet. "We were keen for Tom McMillan to see the vehicle back at work," said Bob. "Fortunately Hunterston is close to the seaside resort of Largs, and each year it holds a Viking Festival to celebrate their Nordic Connection. By a fortunate coincidence, Tom is one of the organisers. We usually provide an appliance to join in the fun, and were delighted to send along a freshly polished Dodge G1313 to grace the occasion."



The cab is separate from the crew compartment. Altogether there is seating for 11 crew members. Photo courtesy Scottish Fire Heritage Group.



Bedford

Parry Davis looks at the pros and cons of buying one of the most popular lorries ever - the Bedford TK.

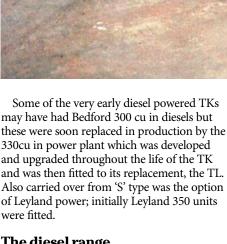
Words: Parry Davis Photography: Parry Davis/As stated

hen Bedford announced the TK to the UK market in the late 1950s it was a true revelation, and particularly in terms of driver comfort was literally years ahead of the opposition offering easy driver access into a three man cab with good heat and noise insulation between cab and engine.

Although the cab-before-engine layout appeared to hinder engine accessibility in fact it is a remarkably easy engine to work on especially if you are 'vertically challenged' with the possible exception of the engine accessories at the front including the water pump but this is no worse than all the other fixed cab vehicles then available. The overall high quality yet simple

engineering of the TK range was a lasting strength and gained the range many friends and hence repeat orders for well over 20 years. The Bedford advertising slogan 'You See Them Everywhere' was true and with good reason.

During its long production life of well over two decades the TK was continuously developed and upgraded. The first models were frequently petrol powered by 214 and 300cu in engines carried over from the previous 'S' type; local authorities and other public sector vehicle users were large buyers of these as the modest mileages covered by their vehicles did not justify the higher purchase price of diesel power, or where performance or quiet operation were important considerations.



The diesel range

Bedford diesel power ranged between the smallest 220cu in four-cylinder unit; although this engine vibrates as any four-cylinder diesel will, and is perhaps not the best power unit for long distances or serious hill climbing, if its lack of displacement is taken into account





it can be a willing and reliable servant. The 330cu in six-cylinder diesel is generally regarded as a good unit with a well-earned reputation for hard work and long life; the author drove a TK artic tractor unit rated at 16 tons GVW but frequently well overloaded powered by a 330 engine/four-speed gearbox, and while hill climbing was not its best feature it was a reliable and smooth power plant – one memorable trip was delivering a combine harvester from Hertfordshire to 10 miles north of Wick.

The classic 'under the weight (3 tons ULW – 7.5 tons gross)' TKs were almost always 330 powered. These vehicles were very popular in the 1970s, commonly fitted with a 16ft long flatbed body and a high ratio differential –

some were frighteningly fast. It was however, a struggle to meet the 3 ton ULW target needed for non-HGV operation and many 'subterfuges' were used for the critical trip to the weighbridge including single, not double, rear wheels, nearside seat removal, very small fuel tanks, etc... The regulations later changed to 7.5 tons gross so such wrinkles were no longer needed.

The next Bedford engine was the 381cu in diesel which, particularly in its early form, was a bit of a problem child. Later modified, the 381 was the first Bedford engine to use the 'end to end' flow water circulation system which removed water flow across the head gasket and substituted a water passage at the rear of the engine. This system created a water

flow circuit from the front to the rear of the block and then up into the head at the rear, exiting to the radiator at the front of the cylinder head. This revised cooling arrangement did much to cure the early troubles with the 381. At this time – the early 1960s – Leyland had evolved the earlier 350 into the 375 which was itself enlarged and became the 400 offering 125bhp with good torque; significant numbers of TKs, especially artic units and sixwheelers favoured Leyland power.

Further engine development at Bedford saw the arrival of the 466cu in six-cylinder diesel which was also fitted in the Bedford KM. A later development of the 466 and fitted in the last of the TK range in about 1983 was the Bedford 500.

🗫 Buyer's guide

At the heavier end there is a lot of crossover of components between TK & KM; for simplicity we are referring to TK as Single Headlight/Single Bumper vehicles – their bigger cousins the KM have twice as many of both.

Stopping power

Perhaps the easiest way to think about and distinguish the evolution of TK is to look at the braking systems. Initially a vacuum boosted hydraulic system mounted outside the offside chassis rail at the rear of the cab was used, linked to the brake pedal by a substantial steel rod; the parking brake was a drum brake mounted on the rear of the gearbox and acting on the prop shaft.

This system was especially suited to petrol engines taking the vacuum feed from the inlet manifold without the need for an additional vacuum pump as is needed on a diesel. This vacuum boosted system was upgraded to an air boosted hydraulic system with the drum parking brake replaced by a disc unit.

The last evolution was an air-over-hydraulic system as opposed to a vacuum or air boosted system with a spring parking brake mounted on the rear axle. Just to confuse matters the lightest TKs used a vacuum assisted braking system until the very end of production with the servo unit mounted on the front crossmember under the cab. Towards the very end of production a full air braking system was fitted to some of the heavier TK models - artic tractors and bus chassis.

An advantage of the earlier boosted systems is that even if the vacuum or air assistance is lost there will still be a working foot brake albeit of low efficiency; as with a classic Land Rover the parking brake working on the prop



One of the most popular British lorries ever made. Photo Stephen Pullen.

shaft means that if a drive axle wheel is jacked up the parking brake will be totally ineffective due to the action of the differential - make sure you chock the vehicle first.

Transmissions

Clutches are single plate with a simple mechanical linkage from the pedal to the release arm. A design peculiarity of Bedford clutch housings fitted to 220 and 330 engines is that the gearbox is mounted on the back of the 'envelope' bell housing; once the gearbox is taken off the clutch pressure plate can be unbolted by moving the flywheel round, and the clutch assembly removed out of the bottom of the housing. As it says in all the

best service manuals 'reassembly is the reverse of removal!' but remember to put the new release bearing in the carrier first. Larger engines have a more conventional bell housing which is removed with the gearbox.

The smaller and lighter four-speed gearbox can be quite easily handled with the help of a small trolley jack - five-speed units will require something a little larger. The four-speed gearboxes were particularly prone to overnight theft to feed the 'black' export market, and many drivers arrived back at their lorry in the morning to find the gearbox gone.

Gearboxes are generally reliable and are either four or five-speed units, both offering





The twin steering axles of an eight-wheel conversion stripped for restoration. Photo Bob Jeffrey.

synchromesh on all but first and reverse gears. The four-speed gearbox was fitted as standard to 220 and 330 powered vehicles but with the option of a close ratio/higher first gear giving 6.5:1 reduction as opposed to the 'normal' 7.06:1 – these close ratio four-speed units can be identified by a 'C' stamped on the rear casing.

Five-speed gearboxes were standard on larger engines and an option on the 220 and 330. Some five-speed units are direct drive in top while others offer an overdrive fifth gear. Differentiating one from the other can be difficult as units from both Turner and Eaton were fitted. With the smaller T5-300 Turner units the ODT (OverDrive Top) boxes have an extra bolt head in the shift bar housing.

When looking at the larger Turner T5-400 series you need to examine the maker's data plate – T5-C-4001 or 4006 for direct drive top, and T5-C-4202 for Over Drive. The lighter 300 series boxes are normally mounted vertically with the shift connection on top while the heavier 400 series are laid on their side with the shift connection on the right-hand side; 400 series boxes are normally found behind 466 or 500 engines.

When looking at Eaton boxes the 475 SMA are direct drive top, and 475 SMO are Over Drive; 542 SMFT are direct drive top, and 542 SMOT or SMOX are Over Drive.

"Five-speed gearboxes were standard on larger engines and an option on the 220 and 330"



Bob Jeffrey's very rare eight-wheeled TK after full restoration. Photo Bob Jeffrey.

Buyer's guide



The air-over-hydraulic brake servo unit and master cylinders.



The steering box showing the flange for the flexible steering column coupling and the pedal pivot shaft at the rear of the steering box.

If in doubt when examining an uninstalled gearbox – engage top gear, turn the input shaft and count the turns of the output.

TK rear axles are generally reliable units but the differential is built-up in the axle casing as opposed to the more normal removable driving head or differential unit, so any repairs will be more difficult/expensive – bear this in mind on potential purchases. Some of the heavier TK models were fitted with two-speed differentials of Bedford manufacture.

Cabs

The dreaded 'tinworm' of course attacks TK cabs, and the areas to inspect closely include the roof gutter, the cab floor just inside the bottom of the door frame and the cab rear panel both at roof gutter level and also where the cab rear shelf/engine cover meets the rear panel. Supply of replacement panels and other parts is reasonable with a number of specialist suppliers but ex-MoD stock is largely exhausted together with the demands of a still

active export market; the Third World still appreciates the rugged simplicity of the Bedford design.

Another area to check which may not be immediately apparent is excessive wear of the foot pedals on their pivot shaft; the shaft which goes through the steering box is quite small in diameter and replacement of the shaft and pedal bushes can frequently mean removing the cab.

TK cab removal, provided adequate means of lifting are available, is a fairly straightforward task with four main mounting bolts. These mounting bolts can be badly seized but are a standard UNF bolt; it is frequently easier and quicker to shear them off and replace with new rather than fight to free off a badly seized item. TK steering columns are linked to the steering box by a flexible fibre coupling and excessive steering free play is often the result of a fibre coupling starting to break up – replacement is quick and easy once the small front grill is removed.

"The TK can never be described as the most glamourous vehicle on the planet but has proved to be a straightforward workhorse, relatively cheap and simple to restore"

Modifications

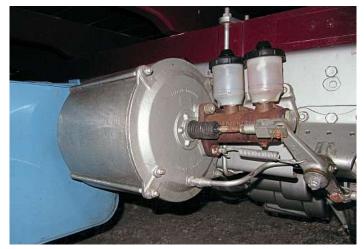
During its long production run almost every part of TK was changed/upgraded, a process which was of course added to by operator 'modifications' in service using what parts they had to hand to get a revenue earning vehicle back on the road – a demand which was far more pressing than preserving historical authenticity. While many replacement components are available, establishing the exact build details of any particular vehicle could require some serious research.

In addition to fifth wheel and automatic coupling artic tractor units, TKs were the subject of many additions/modifications with second steering/trailing axles fitted; the most significant restored example of these is Bob Jeffrey's TK eight-wheeler modified by Primrose with a substantial extra chassis surrounding the Bedford original, and fitted with both a second steering axle and a trailing rear axle. This vehicle is reportedly one of about 10 similar vehicles produced by Primrose in the mid-1960s, originally 381 powered but later up-engined to a 466.

To people new to TKs such modified vehicles are perhaps best avoided due to the inevitable complexity of sourcing replacement parts and the ability to differentiate original Bedford components from those fitted by converters. TK chassis were also used as the basis for coachbuilt cabs and specialist bodywork including a number of fire



The air cleaner mounted above the Bedford 381 engine. The mounting brackets were prone to cracking. Later air cleaners were mounted at the rear of the engine.



A vacuum-over-hydraulic brake servo unit and master cylinder.



A 1983 TK showing the access to the Bedford 500 engine.



A rust prone area is at the bottom of the door frame.



Another rust risk area is at the joint between the roof and back panel, and also the joint between the back panel and the engine cover.



Late type air-over-hydraulic brake master cylinders.



Body side guards do cause a bit of an engine access problem.

appliances, usually petrol powered and frequently low mileage. Bedford chassis were also used by Marsden Vanplan of Warrington which built integral large cube box-bodied vehicles usually for the house removal industry. Many TKs have been modified and altered (petrol power changed for diesel) during their lives and while many such conversions work well it is always a good idea to check carefully for any telltale signs. It is best to road-test before you buy if possible; a diesel engine with petrol gearing will be revving very hard and getting nowhere fast.

Conclusion

Prices will vary considerably – restoration projects can sometimes be found for a few hundred pounds while fully restored 'concours' examples can command prices of five figures.

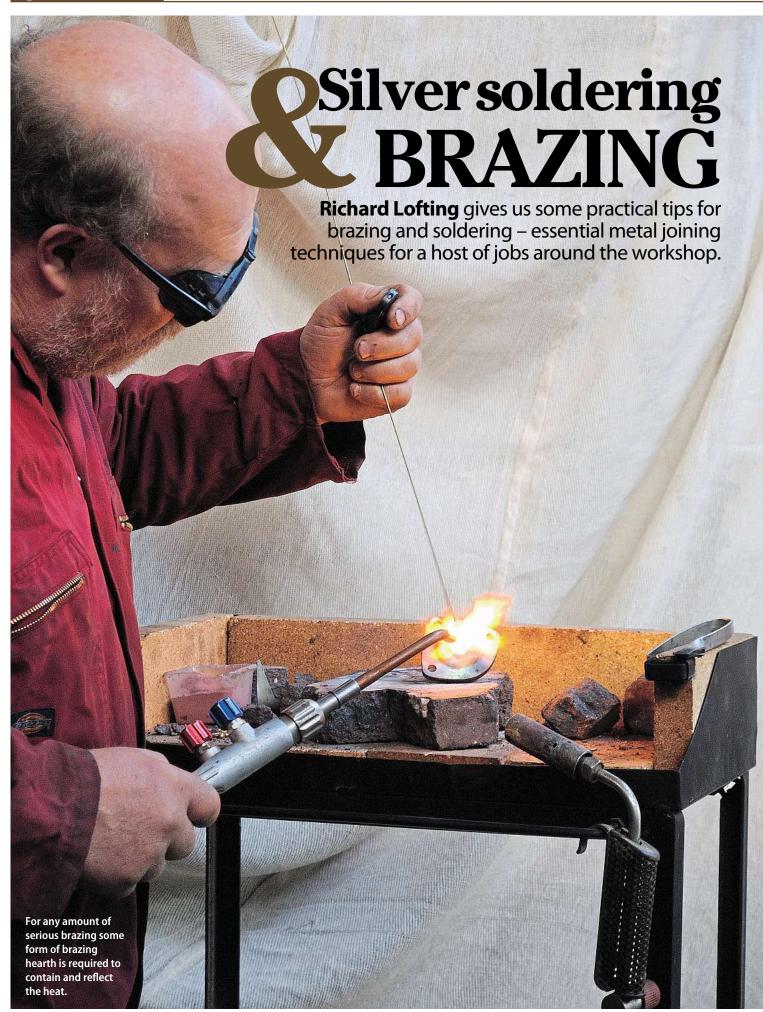
While it is true that the TK can never be described as the most glamourous vehicle on the planet it has proved to be a straightforward workhorse, relatively cheap and simple to restore and own, with supplier backup as good as any other historic commercial vehicle. While first sold well over half a century ago the rightness of the original design remains.

I am indebted to Ian Glover, TK specialist of The Bedford Enthusiasts Club for assistance with this article and for providing all the details on the various gearbox options. Thanks also to Monty Ash and Bob Jeffrey for their time, for access to their vehicles and use of their photo archives.

The Bedford Enthusiasts Club which although under two years since its formation now has over 200 members and is able to offer an increasing range of services and help to members.

www.bedfordenthusiastsclub.com







Words & Photography: Richard Lofting

that can be repaired or connected by silver soldering or brazing. They are one and the same, and the only difference is the temperature at which each procedure is carried out, due to the different filler rod alloys used.

SILVER SOLDERING

Silver soldering gets its name from the silver contained in the alloys and is sometimes known as hard soldering and has a temperature range of around 450-850°C, anything below is soft soldering and above is brazing.

BRAZING

Brazing is carried out between 850-1000°C, sometimes a bit higher, depending on the

Health and Safety

- High temperatures are being used, wear appropriate PPE
- Practical skills are required in the use of heating equipment, Oxyacetylene etc.
- Be aware items heated to red heat will take a long time to cool
- Remove inflammable liquids from the working area
- Do not braze fuel tanks without proper guidance and precautions

alloys used. The filler rods used for brazing usually contain copper, zinc and tin as the main ingredients making them brass or bronze.

BRONZE WELDING

Bronze welding uses all the same resources as brazing; the difference is that instead of relying on capillary action to draw the filler alloy into the joint, a fillet is built up adding extra strength. The other use for bronze welding is the building up of worn shafts.

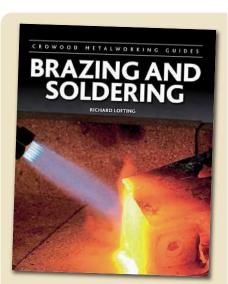
In the example of brazing an exhaust manifold, this was rather an extreme case as I had to break a manifold as I couldn't find my broken one and I was promised a leaking tractor manifold but it failed to appear in time to prepare this particular article. Instead of just two pieces I ended up with several, but working methodically it went well as the pictures show.

Essential Equipment

- High temperature propane torch or oxyacetylene equipment
- Brazing rods, ready fluxed or plain
- Brazing flux if using plain rods
- Silver solder and suitable flux
- Brazing hearth or other heatproof place to work



Brazing can successfully be used on tin work for attaching repair patches, and is very useful when differing metals are being used, although you cannot braze aluminium to other metals.



Brazing and Soldering by Richard Lofting

For further ideas and guidance, the book Brazing and Soldering, which is one of the Crowood Metalwork guides, is a good starting point and is available from all good bookshops or via the internet. ISBN 978 1 84797 836 3, price £14.99, available from www.crowood.com

Workshop



Broken edges are best chamfered with a carbide burr to give a clean area for the braze to adhere; notice enough of the break is left to align the pieces.



Bolting and clamping the manifold to a straight piece of steel ensured alignment before any heating took place and all the bits fitted like a jigsaw.



The vee produced with the carbide burr for the braze to fill can be seen giving strength to the finished joint.



Once everything is clamped up and placed on the brazing hearth, brazing rods and flux need to be on hand for use after the preheating.



Warm the whole manifold gently and evenly until the area to be worked on reaches black heat. This helps eliminate cracks as item cools down after the joint is made.



Once pre-heated, the brazing operation will need the extra heat from an oxyacetylene set; dip the end of a heated brazing rod into the flux and apply to the vee.



As it reaches red heat using the heat from the manifold not the flame, the brazing filler should flow over the clean cast iron. As work progresses the manifold can be carefully turned so that gravity will assist in filling the vee.



Wear welding goggles as the flame is very bright to see what you're doing - but it won't damage your eyes like electric welding.



Keep the propane torch moving on the whole manifold so that it cools down evenly. Remove jigs only when totally cool.



Part of the completed joint, showing yellow braze filling with glass-like flux on the surface. Remove the flux with a wire wheel.



The whole manifold in alignment ready for refitting back on the engine; the sharp eyed will notice it is a Austin A35 manifold.



For appearance it was worthwhile running over the brazed area with a flap wheel fitted to the angle grinder.



Captive nuts can be welded, brazed or silver soldered. I prefer the last as it is less intrusive in the nut thread. Holes slightly bigger than the thread are drilled and burrs removed.



For silver soldering mix the flux into a paste with water as you can then put it where you want it.



By placing the flux you will contain the area where the silver solder will go once heated.



Place the nuts where they need to be, accurate positioning will save frustration if afterwards you find they have been misplaced.



Heat the nut first as it is thickest, you will hear the flux sizzle and as it gets hotter it will appear cleaning the hot surface.



Add heat to the bottom as well so everything is at the same temperature, once glowing evenly feed in solder and it should draw into the joint by capillary action.



In this particular case it sat in a bobble so more heat was added until it drew into the joint.



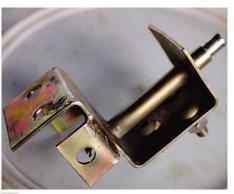
The alternative is to cut small pieces of silver solder and place it around the joint before heating, this gives a neater finish.



Once cooled and wire wheeled, you will see the solder along the joint line where it has flowed, giving a strong joint.



The finished captive nut plate, making fitting in an awkward place easier than fumbling with individual nuts and spanners.



This is a bonnet latch for a tractor glass fibre bonnet, all brazed together and then zinc plated.



The brazing hearth, details in Brazing and Soldering, almost essential for any serious amount of brazing or silver soldering.





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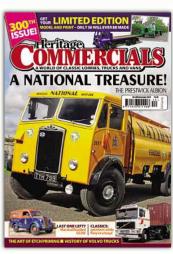


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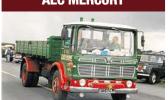
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1937, nut and bolt restoration, new hardwood cab and body, re-built radiator, 4 cylinder Albion petrol engine, original brown log book, good runner, £13,000 Tel. 07803 902053. Derbyshire

ALBION LEA 47



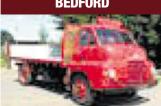
1933, 4 cyl petrol engine, older restoration, ready to run or rally,

661198 after Peeblesshire

AMERICAN FIRE TRUCK

Stunning, 1950, imported from New Jersey, MoT and tax exempt, £17,000 Tel. Albert 01543 572070. W Mids

BEDFORD



1955, S type, restored 3 years ago, all in good working order, MoT exempt, ready

to drive away, **Tel. 07904 274570.** London

BEDFORD K TYPE



1949, K type, 28hp tipper body, drop-side, good condition, **£5200 Tel. 07966 417142.** *Staffs*

BEDFORD O-TYPE



1947, three owners from new, used regularly, minor work to make perfect, have buff log book, only selling because

of storage problems. Tel. 01689 820326. Kent

BEDFORD TK



6 cyl diesel, 5 sp gearbox, mechanically sound, drives well, good interior, new tyres on front, reliable, slight rust, spare parts, plated, genuine reason for sale. **Tel. 07889 383952.** *Devon*

BEDFORD TK 570



1983, 12ft flat new floor, 220 Turbo, 4 speed box, low miles, ex MOD, good condition, well shod, 25+ mpg, **£3450**

Tel. 07885 253379. Ayrshire

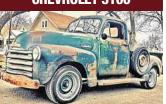
CHEVROLET - DIAMOND 1



Vintage flat bed, unique, import from Texas, 350 V8 engine, auto box, p/s and brakes, 12000lb winch, new wheel straps and ramps, serviced, UK reg and MoT,

Tel. 07876 211785. Strathclyde

CHEVROLET 3100



1952, 350/350 Straight chassis, solid body, fantastic patina, used daily, local deliveries, Kansas car, arriving UK March, £14.000

Tel. 0797 7047046. Dorset

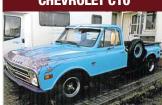
CHEVROLET 3600



1950, pick-up, 327Cl, V8, 4 speed, Muncie manual, US title, clean good looking and ready to go to work or show, £11.995 ono

Tel. Dave 0777 5861445. Bucks

CHEVROLET C10



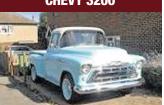
Pick-up, 1968, 350, V8, step-side truck Muncie 4 on the floor, running order for repair, restoration many extras, £5000 Tel. 07961 909983. W Mids

CHEVY 3200



1956, pick-up, in outstanding original condition, UK show winner, £9800 Tel. 01494 813825. Bucks

CHEVY 3200



1957, V8 pick-up, fresh build, LWB, 4-speed, p/x Yank, why? £15,995
Tel. Wayne 07944 853171. Surrey

CHEVY 4X4 TRUCK



1976, genuine Texas Super Muscle truck! 383, V8, auto, pb, ps, loads spent, £13,500 obo Tel. 07913 732258. N Lincs

CHEVY APACHE FLEETSIDE



1959, whiten with great rust patina, 350, V8, with manual gearbox, great original truck, just arrived from the US, £8500 ono Tel. 07971 209732. B'ham

CHEVY AVALANCHE Z71



4x4, MoT July 2015, removable mid gate tow package, all the toys, platinum paint with charcoal leather, family owned since 08. immaculate condition, new brakes, s/h, £14,995 ono Tel. 07970 741996. Gwent

CHEVY K-10 TRUCK



1981, 6.2, V8 diesel, 4x4, restored, satin black, thousands spent, £12,995 ono Tel. 07790 384891. Co Antrim

CHEVY PICK UP



This 1956 is a show winner and in close to factory condition not messed with, 4 on the floor, 6 cylinder with new tyres exhaust and original paint, a lovely patina.

Tel. 01494 813825. Bucks

CHEVY SILVERADO 454 CI



1976 Camper Special, MoT Sept 2014, use as pick-up or camper, 4 berth, fridge, cooker, shower, £6995 ono Tel. Neil 07976 240948. Derbys

CJ5 JEEP FACTORY 304



1979, V8, lhd, totally restored 100% no rust, owned for 20 vrs. £7995 ono Tel. Mike 0777 6036027. Oxon

COMMER CE TS3



17,523 miles only, known history, carefully restored, drives like new, price reflects mileage, history, condition and originality, very reluctant sale, **£21,000 Tel. 01938 810809.** *Powys*

DJ5 JEEP



1972, full body off restoration, f/disc brakes, 5.7 small block Chevy 700 R4 gearbox, great paint job, these Jeeps were used as post office Jeeps so is r/h drive, £13.500 ono

Tel. Peter 07710 675034. Essex



Pick-up, MoT till Oct 14, needs tlc, good tyres/wheels, drives very well, real power horse, sounds very meaty as you would expect from a Dodge, £3950 ono p/x

possible Tel. 07950 440130. Devon

DODGE RAM CHARGER



4x4 Royale LE, 1993, one owner, Florida car imported 005, fully loaded inc p/w, locks, a/c, HRW, cruise, tilt, velour upholstery, 98k, MoT, s/s exhaust, 4" lift, £5500 obo

Tel. 07966 488786. Kent

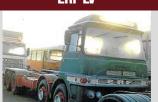
ERF E10 TRACTOR UNIT



1987, 290 Cummins Eaton twin split gearbox, new clutch fitted, in good running order, taxation class special vehicle. £2500 no VAT

Tel. 07850 128495. Doncaster, S York

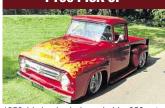
ERF LV



1966 Gardner 150 engine, double drive, long door model, ex Pat Collins, £4250 (can deliver for cost).

Tel. 07759 473380, Lincs

F100 PICK U



1956, big back window, air ride, 350 auto, a/c, e/w, **£28,000** Tel. 07931 736548, Kent

FORD CARGO 382 8TS



6x2 tractor unit, Cummins L10 twin splitter. good solid cab, just needs finishing off, ex Eddie Stobart, c/w 4 x 2 3224 for spares, Tel. 0776 8025758. Dumfries & Galloway

FORD CUSTOM F250



1971, 5900cc, V8 pick-up truck, fully UK registered, tax exempt, true survivor with many updates, fresh in from Arizona, 12 mths MoT, ready to drive away.

Tel. 07800 955626. W Glam

FORD ECONOLINE



Pick-up, 1963, totally restored and upgraded to Hi-Pro 289 V8 auto, Super Straight body with excellent paint, new trim, disc brakes etc, Tel. 0114 2685195. S Yorks

FORD ECONOLINE

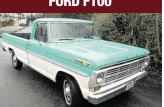


1965 Mini van, tax paid, not registered, has a second row of seats and a bed with storage, it has a six cylinder engine, new wheel and tyres. £5250
Tel. 07710 852136. Lincs



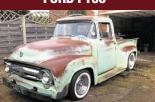
Pick-up, 1951 V8, 390 auto Californian truck, white with red leather seat, UK registered, ready to use, £20,950 Tel. 01892 724800; 07836 780322. Kent

FORD F100



1969 Pick-up, only 69k, year's t&t, registered, all brakes rebuilt, good paint, no rust, orig 3 on a tree manual powered by a 360 V8, proper cowboy Cadillac Tel. Alan 07973 834588. Middx

FORD F100



1956, big window custom overdrive, registered, taxed, have log book, Patina clear coat, 6 cylinder, drives good, 3 speed manual with overdrive that works, £12,000

no offers no trades
Tel. Richard on 07789 727033. Beds

ADvintage The place to buy and sell

FORD F100



1966, Ford V8 F100 352 CI, 4-on floor, solid California truck, original unmolested condition, great patina, drive away, £7500 Tel. 01252 320983. Hants

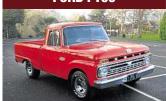
FORD F100



1972 pick-up, fresh import from North Carolina, rust patina, nice original reliable truck, 302 V8, 3 speed manual, £6500

Tel. 0121 459 3130. B'ham

FORD F100



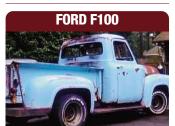
1966, 352 cu in, V8, frame off restoration 4 years ago, all new interior, spray lining in the bed, 12 months' MoT, dry stored, mint condition, £20,995 ono

Tel. John 07766 405688. Co Antrim



Custom style side, 1959, ex. California, UK reg, 351 Windsor, V8, C6, auto, uncut dash with original radio (not working), nearly new tyres inc spare, gc, £10,500 Tel. 07734 159084. Norfolk

FORD RANCHERO



pick-up truck, good project truck c/w V8, great patina, has little rust, not many of these around.

Tel. 07837 664009. Warks paul@wooliesworld.co.uk

FORD F100 292



Pick-up 1981, red in colour, 10 months MoT, 3 months tax, 4.9 litre Straight 6, 3 speed auto, drives nice! £2650 ono Tel. 07973 348434. Warks

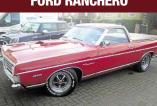


1997 Lariat, V8, LPG conversion, solid bed cover and bed liner, 20" wheels, Pioneer app radio, lots of spares, Tel. 07957 793219. Essex

1971 pick-up truck, 351C, 5.7L, new MoT,

tax exempt, drives superb. Call me for more info & photos, £11,000 ono; may take p/x Tel. 07896 989731. Hants

FORD RANCHERO



1969, pick-up, imported from California, Record engine (351W), auto gearbox, mild performance cam, fuel and water pumps, elec ign, alternator, Edelbrock carb, £10,500 ono

Tel. 07985 674144. Herts

FREIGHTLINER CUMMINS 400



1978, Cabover big cam engine, Fuller gearbox, very good condition, new tyres, French papers, £22,000
Tel. 01348 77079. France

GMC SHORT BOX PICK-UF



1956, exc unfinished project, lots spent, cab and chassis restored by Bodyshop, in white primer, new clocks, tinted windows, lots chrome, need engine and gearbox,

Tel. Andy 07795 320209 for details . Dorset

GMC STEPSIDE



1959, (Apache), great paint and interior, new Cooper Cobras and Smoothie rims, GM 350, p/s, manual box, new interior, not perfect but close, runs incredible, £14,000

Tel. 01485 534224; 07787 966081. Norfolk

GMC TYPOON



Superb Condition inside and out, rare all white version, amazing performance refurbished wheels, needs nothing. Tel. Nick on 07930 690333, N Yorks

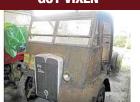
GULFSTREAM SUNSTREAM



1987 American motorhome, may swap for 2004 Smart car, 34ft long, 8ft wide, no MoT so so will have to be towed, good all round condition, sleeps 6, new tyres, £3500 ovno

Tel. 07539 587099. Lancs

GUY VIXEN



1934, under cover for 35 years, very genuine runner complete, requires restoration and cab rebuild, original registration and build specification. £1200

Tel. 01952 727326. Shrops

INTERNATIONAL D2



rare 1938 1/2 ton step-side pick-up, in very good condition, garage stored, $\mathfrak{L}18,000$

Tel. 07810 886040 for more details...

JAYCO DESIGNER



40ft. 5th wheel trailer, fixtures include washer dryer cooker mictowave kingsize bed TV & DVD, fire shower separate wc, 3 slide out electric awning, immaculate,() Tel. 07982 062155. Merseyside

KENWORTH W900



1988, 400 cat engine, runs great, reg in UK, ready to put to your colours, looking for an Airstream, will p/x American, £17,000

Tel. 07831 622190. W Yorks

LEYLAND DAF



7.5 ton lorry, 20ft box body, low mileage for age, very clean and tidy, **£5000 ono** Tel. 07837 407102 for more details. Notts

MAN 8150



Beavertail lorry, MoT til April 2015, ideal for vintage tractor showing, £1500 Tel. 07801 920887. Somerset

RUMBLE BEE



Numb 0185 80K "54" reg, 5.7 Hemi, t&t, on 20" V-rock alloys, K&N filter, lots spent, runs and drives 100%, £14,000 Tel. 07834 553479. W Yorks

TASKER LOW LOADER



22ft, in well 30 ton gross, Donkey engine, good hardwood floor, MoT Aug 15, **£5000**

Tel. 077910 92525. Hants

VOLVO F10 MK1



1979, rare, Mk 1, 4x2, perfect restoration project, starts and drives, can be delivered, **Offers**

Tel. 07739 608280. Somerset

VOLVO F86



6 x 2 tipper for restoration, L reg, been barn stored for 20 years, 8 x 4 also

Tel. 077680 25758. Dumfries & Galloway

VOLVO FL6



23 ton train showman's lorry, has 16 KVA set and winch fitted, £4250 ono; no VAT Tel. 07836 531591. Essex

WILLYS JEEP



1943, owned for over 30 years, on Sorn at

Tel. John Low 0208 7806800 daytime for details. London

2 X LEYLAND TIPPERS



Matchbox, king size, 1970s, £20 for both including postage Tel. Andy 07582 513324 . Worcs

ANNIS & CO

Diamond T ballast tractor, with girder trailer and loco load, box damaged, £25 plus postage

Tel. 07979 975610. Beds

BEDFORD LMS TRUCK



Made in England, excellent condition, £12 free postage

Tel. Andy 07582 513324 . Worcs

BRITAINS IVECO



vintage skip lorry, large scale model, very nice collectable model, not boxed, £40

inc p&p Tel. 07944 285293. Kent

CORGI 1100



Bedford S Carrimore, excellent original condition, with hook, very minor play wear,

Tel. 07786 385415. Cheshire

CORGI 1126



Ecurie Ecosse race car transporter, very good condition, minor play wear, £48 inc

Tel. 07786 385415. Cheshire

CORGI 1137



Ford H cab, excellent condition, near mint, boxed with mechanic box end flap missing, £75

Tel. 07786 385415. Cheshire

CORGI 1147 SCAMMELL



ferry masters, near mint condition, no box, £60 inc p&p

Tel. 07786 385415. Cheshire



150 scale Levland Caledonian Mack Carolina, good condition, no boxes, £15

each inc p&p
Tel. 07786 385415. Cheshire

CORGI CLASSIC BUSES



150 scale, AEC single decker with steering Dundee Daimler Fleetline Birmingham, both mint boxed plus cert, choice of 3, £13

inc p&p Tel. 07786 385415. Cheshire

CORGI CLASSICS



150 scale Scammell Highwayman, Shell, BP & Atkinson Vaux beers, both mint, boxed cert, £22 each inc p&p
Tel. 07786 385415. Cheshire

CORGI FODEN



E & N Ritchie Transport 6-wheel tractor unit and tri-axle trailer, excellent condition, part boxed, nice condition, £60 plus p&p Tel. 07904 612841. Kent

CORGI HAULIERS OF RENOWN



150 scale choice of 4 man Scania Renault + foden 2 Eddie stobart mint boxed +cert downsizing collection from £25 to £35 inc

p&p Tel. 07786 385415. Cheshire

DINKY GUY



1956 Slumberland beds delivery van, nice model, £110 inc post Tel. 01829 733969. Cheshire

ELLIOTTS OF YORK



Diamond T low loader with generator, £25 **plus postage Tel. 07979 975610.** Beds

FODEN MOBIL



two 50/60s Dinky fuel oil tankers and Shell BP Octopus, both in boxes, £115 each inc post

Tel. 01829 733969. Cheshire

FODEN PICKFORDS



Matchbox, made in England, £9 free postage Tel. Andy 07582 513324 . Worcs

FODEN WRECKER TRUCK



with hook, Matchbox, king size, 1970s, £20 inc postage Tel. Andy 07582 513324 . Worcs

FORD IVECO



Skip lorry 1980s, made by Britains, very rare to find in this condition, 1:32 scale, £40 inc p&p

Tel. 07944 285293. Kent

ISUZU 1:50 SCALE



tractor unit and container trailer, unusual import, all boxed, brand new, make very nice collection, highly detailed.

£75 inc p&p Tel. 07944 285293. Kent

ISUZU TRACTOR UNIT



and container trailer, brand new, very rare to find all boxed, 1:50 scale, **£65 inc p&p** Tel. 07904 612841. Kent

MERCEDES CONROD



6-wheel tractor unit with aluminium tipper trailer, in ready mix concrete colours, brand new condition, no box, rare model, £75 inc p&p Tel. 07944 285293. Kent

MERCEDES CONTAINER



very good condition, no box, nice model, £35 inc p&p

Tel. 07904 612841. Kent

MICKELY KELLY BOXING SET



Foden FG pole truck and caravan, boxing ring & two figures, never been out of box, box damaged, £40 plus postage. Tel. 07979 975610. Beds

MIGHTY ANTAR



with trailer & Centurion tank, c/w driver, some chipped paint, no box, £25 free

Tel. 01432 268522. W Sussex

PICKFORDS SCAMMELL



Contractor (2) with Nicolas bogie trailer and casting, load box damaged, £50 plus postage Tel. 07979 975610. Beds

SIDDLE COOK



Scammell contractor, 2 Dyson trailers and crane girder load, £40 plus postage. Tel. Dave 07979 975610. Beds

SIDDLE COOK



Scammell constructor and 24 wheeled girder trailer and load, £25 plus postage Tel. 07979 975610. Beds

SUNTER BROTHERS



Guy invincible, long platform trailer pipe load @ Diamond T ballast tractor- Nicholas Bogies - vessel load never been out of box, £50 plus postage.

Tel. Dave 07979 975610; 01234 355738.

AEC 2 TYPE



1920s, poor condition, much restoration needed, £125

Tel. 01525 221676, Beds

ATKINSON



1951, with registration plate KWT 925, good condition, suitable for restoration, **č**325

Tel. 01525 221676. Beds

BARFORD



a delightful little radiator, very useable and good condition, £100 Tel. 01525 221676. Beds

BEDFORD YRT/YMT/KM



handbrake control valve, £10: 2 AC Delco wiper motors, 112v (P/N 7975309) 1 24v (P/N 7956878) £15 each; power steering pump, £20; oil pump 466, £10.

Tel. 01202 793006; 077020 61102. Dorset



22ft x 8ft, with living accomm, fridge, oven, cooker, bed, cupboards, and plenty of space in rear, mains and 12volt electrics, on twin wheel, Ivor William's chassis,

Tel. 07702 596232. W Sussex

CHROME CAR BADGE



National Traction Engine Club, unused, still in box, original, free post UK, Maker Renamel of London, mint, £49 Tel. Adrian 0208 4671171. Kent

DAIMLER



very early (1908-14), very poor condition, but nice, £50 Tel. 01525 221676. Beds

EARLY CARBIDE



Northern Star carbide top up tin from Halfords Cycle & Motor Lamps, £48 post

Tel. 07534 431198. Surrey

ENGINE OIL CAP



possible Gardner ERF, good condition, maker Ceandess, Wolverhampton, £12 plus postage

Tel. 07973 144385. W Mids

FODEN



Late 1930s/early post-war, good condition, suitable for restoration, £375 Tel. 01525 221676. Beds

FRONT OFFSIDE WING



Good for Bedford OB coach or O type lorry as in pic. **Tel. 01763 260288.** *Herts*



(with Otter diesel badge), good condition, suitable for restoration, £275 Tel. 01525 221676. Beds

LDV SHERPA 200



1983, auto sleeper camper van, MoT, respayed and most of the rust sorted. runs but needs a service, bargain £2000 ovno; may p/x pre-1960 car or van Tel. 07843 890110 for more details. *Kent*



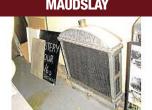
PH or QH (late 1920s), poor condition and needs much work. £150 Tel. 01525 221676. Beds

LEYLAND TITAN OR TIGER



from a PD2 or PD3, excellent condition, ready to clean up and fit, £395 Tel. 01525 221676. Beds

MAUDSLAY



1914-18 war/early 1920s, very desirable and complete, £300 Tel. 01525 221676. Beds

METAL BENDER



as photo, 3ft blade, in good condition. Tel. 07974 938155; 01443 204063. Mid

MORRIS LC5 FRONT WINGS



and flat body, 6 x 8ft, about 1950. **Tel. 01443 204063.** S Wales

PAIR OF AXLES



with cast wheels and rubbered one steer and one trailing believed to have come from 1920s 6-wheeler, **Offers Tel. 07855 293434.** *W Sussex*

PAIR OF NOS TRICO



Trafficators - large commercial type in original boxes, $\bf £50~plus~p\&p$ Tel. 01423 709175. N Yorks

SCAMMELL



Scammell, 1920/30s, good basis for restoration, much work needed, £175 Tel. 01525 221676. Beds

SCAMMELL GARDNER



winch, vgc, drive away, must be seen, good home wanted.

Tel. Barron Coupland 07970 151674 for full details . Surrey

SEDDON



(with Seddon diesel badge), good condition, suitable for restoration, £275 Tel. 01525 221676. Beds

SUNTOR BROTHERS



Guy Invincible, long platform trailer pipe load, and Diamond T ballast tractor, Nicholas Bogies vessel load, £50 plus

postage Tel. Dave 07979 975610. Beds

THORNYCROFT



2 radiators (one with ÒTÓ badge), both good, £250 each or £400 the pair Tel. 01525 221676. Beds

Dvintage The place to buy and sell

THORNYCROFT



2 ton model, early 1920s plus tanks and side standards of another, poor condition, but OK for patterns, $\pounds 150$ Tel. 01525 221676 . Beds

TOOL KIT



One mig, one stick welder, 3/4 drive sockets and rachet, open end and ring spanners, anvil Stilsons chassis jack, GB/diff oil filter and odds and ends, Tel. 07754 750197, Cambs

ENGINE COVER



Plastic moulded, wanted for twin headlight model Foden S10 Mk 2 day cab 1979-1983, sits on rear of cab, or whole tractor unit for spares, Mk 2 Foden R/R 265 with 9-so Fuller box

Tel. 07889 671083.

WANTED TOYOTA HI-LUX



Pick-up petrol or diesel, any condition, can you help, good price, Tel. Louise 07810 741366. Bucks

ATKINSON T2846X OR T946X



Mk 1 tractor unit, service manual and spares list wanted as photo. Also information on brake piping, wiring diagrams or spares for this model.

Tel. 01780 470229 please leave me a message. Cambs

DIESEL TANK



50,000 ltr (approx), 33ft x 10ft 9", **£1500 Tel. Tom 01797 228000.** *E Sussex*

EX MILITARY METAL BOXES



and 7 Jerry cans, good condition, buyer collects. £150

Tel. 07759 198070. Cheshire

FUCHS TITAN EUCHS TITAN UNIVERSAL HD SAE 10W-30 PROPERTY SEEA AZEZEZ WALVO WOR WIT SCROOL BREIGH

Universal engine oil, HD SAE 10W-30, brand new, sealed, 205 litres, drums x4,

Tel. 0191 3757902. Durham

For Sale

CADILLAC DEVILLE all white leather, excellent condition, first to see will buy, £3750; also Elvis Presley items for sale. Tel. Rob 07747 585707. S Wales. CORVETTE ROADSTER 50th

Annniversary, Electron blue, light grey leather, 6k miles only, one owner from new, Euro model, pampered, never seen rain, garaged, £23,000. Tel. 07974 381319. Cornwall.

FORD ECONOLINE Dayvan, 5.0 ltr, V8, no MoT/tax, 1992, s/s exhaust, LPG alloys, some small issues, good project van, spares or repairs, may break. Sensible offers. Tel. 07869 644591. Derbys

FORD EXPLORER 1998, 4.0L, auto, red/silver, grey leather, cruise, a/con, new wheels, tyres, side steps, tow bar, 83k miles, long MoT, excellent condition, £1750. Tel. 01329 236011; 07920 280759. Hants.

FORD MUSTANG 1964/65 convertible, Straight 6 engine, 3 speed auto box, electric roof with new top, totally standard car, only one previous owner, car starts runs and drives but requires work for road, Tel. 07761 857026, W Sussex.

INTERNATIONAL TITAN 1918 mom International Titan remains may break, £2600. Tel. 07976 319399. Herefordshire.

MASSEY FERGUSON grey diesel, 1949, good runner, nice little show tractor, £2800 no VAT. Tel. 01387 880745. Dumfriesshire.

JCB 8080 2008, rubber tracks, blade, hammer lines, full heated cab with air con, Isuzu diesel engine 56hp, Max digging depth: 4,7m, comes with three buckets & a Quick hitch, £17,800. Tel. 00447 721132982.

JEEP CHEROKEE Orvis, 1999, auto, 4.0, petrol, full s/h, red, 104k, recent tyres, exhaust, brakes, MoT Jan 16, black leather trim, excellent condition, £1495. Tel. 07516 456411. N Yorks.

NUFFIELD 10/60 older restoration, good runner, good tyres, new mudguards, all lights working, tidy tractor, excellent sound tractor, one owner last 18 years, £4250. Tel. 07972 505940 eves only. Yorks.

MERCEDES 460D camper van, G reg, (prefix), long MoT, fabulous £6750. Tel. 07434 303663. Suffolk.

MITSUBISHI GTO twin turbo 4-wheel drive, 2 door sports car, 3000cc, new cam belt, clutch, MoT, little used, £2500 swop Chevy 4x4 LPG Tel. 07505 370727. Cheshire.

SHELBY GT 500 Convertible, 2007, one owner, 6k miles, dark silver, black/red leather, MoT, perfect black/red leather, MoT, perfect condition, £32,000. Tel. 07974 381319. Cornwall

TRANSIT 1971 MK1 SWB VAN dry stored since 1977, reconditioned V4, numerous new Ford panels to complete part restoration, extensive range of new parts fitted, five new Uni-Royal tyres, £3600. Tel. 07812 709326. Shrops.

Parts For Sale

18 30 MARSHALL new water pump castings and fuel pump cover casting, £1000 the lot. Tel. 07976 319399. Herefordshire.

3" SUCTION HOSES with coarse round thread fittings to suit a wartime Coventry Climax trailer mounted fire

pump,. Tel. 07719 948072. Newark. 900 R16 MICHELIN x dual marked 255/100-16, brand new fully inflated on wheel, 1 only £120. Tel. 07887 887848. Worcs.

BEDFORD OVER TAKING MIRROR usually fitted to KM, it's a white moulded hob long made by Winguard roughly 6 x 3 inches, part no 2690645. Give me a call if you have one. Tel. 07831 299757. Shrops.

BRADBURY 5-TON 4 post lift and a 4 post GKN laycock 8-ton vehicle lift, both use 3-phase electric, old age an bad health forces sale, sensible offers accepted. Tel. 01409 254856; 07771 614375. Devon.

BRAKE LININGS to suit Leyland Leopard, packaged in sets of 4, part no LE/59 ILTE Don 263 02137B, £10 for a set of 4. Tel. 07970 277320. tonyjbatchelor@hotmail.com

DAVID BROWN MCGREGOR & GUEST mounted stetch plough, three furrow, new shares, £200 ono Tel. 01787 247952. Suffolk.

COMPLETE WHEEL 5TH **ASSEMBLY** for sale, made by Holland manufacturers off a 1966 American N series truck, in good condition, £100

ono Tel. 07979 746735. Gtr Man. DAVID BROWN MCGREGOR & GUEST single bar cultivator, £100. Tel. 01787 247952. Suffolk.

ERF A-B Series spares, Nuffield 465 tinwork and spares, Albian H moon and rad flap badges, Foden early front tow pin etc. Tel. 01539 624636 after

EXCELSIOR CORGI frame, wheels inc brakes, forks, h/bars, engine bits, £650; BSA 500cc, £125; petrol tank inc badges and knee rests, mid 1960s. £650. Tel. 07521 241607 after 6pm. Worcs.

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FORD 289 ENGINE 1966, to rebuild, standard bore and crank, machining not necessary, set of new pistons, timing chain set and water pump included, also has comp cam and Carter AFB carb, £495. Tel. 01524 427818, Lancs.

LARGE SELECTION OF new parts for mainly DAF 95, 75 & 45 with some Iveco/Volvo/SA, would like to sell as whole lot. Offers 228000. E Sussex. Offers, tel. Tom 01797

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PERKINS P6 cylinder head with injectors and starter motor, £250. Tel. 01793 876173. Wilts.

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01253 895377. Lancs. **ALLCHIN** 1½" scale, model traction engine. Tel. 07718 247454; 01733 810103. Peterborough.

AMERICAN FIFTIES COUPE wanted, Cadillac Buick Oldsmobile Pontiac Chevrolet, will consider four doors, convertibles, wagons and other makes. Tel. 07836 349356.

WANTED BRONCO prefer eddie bauer 1986. have p/x Merc-Benz estate 1988 auto, 60,000, very clean, many new parts, alloys, roof rack, etc, also collectable snap-on and prophoto items. Tel. 01277 200530.

EDDISON LIVING VAN wanted, in good condition, original interior or as near as possible required, metal wheels. Tel. 01502 478 742. Suffolk.

FODEN STEAM LORRY 3 or 4" wanted or traction engine, projects or anything considered. 461994. Cornwall. Tel. 07443

FORD FALCON WANTED Ford Falcon convertible, must be in good condition, 1963 model. Tel. 00 353 1 8354482. Ireland.

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40 X 8 LORRY TYRES wanted, in new or very good condition. Tel. 07720 950920. Lincs.

CORVETTE PROJECT WANTED not finished, not running, no MoT, will buy and collect now. Tel. 07739 360486. Leics.

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K BEDFORD WANTED for т restoration with good cab. Does anyone know when and where the next ex army sale is? I also look for a top quality commercial restorer to do the renovation work needed. Please email or text with details. Tel. 00 353 899 697961. Ireland.

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WANTED MECCANO 10 SET large quality collection by modeller. Please phone or email with details and price required. Tel. 07977 209108. . Gwynedd, N Wales.

WANTED SMALL LATHE metalwork, retired gent, seeks this for model railway and steam related interests. must be in good working order,. Tel. 01493 731974. Norfolk/Suffolk.

WANTED VARIOUS BODY PARTS for 1966 ford N series American truck. Tel. 07979 746735. Gtr Man.

WANTED, 3-PIECE WHEEL RIM for 1957 Fordson Thames ET6 4D 5 tonner. Tel. Martin on 01787 227015; 07703 905158. Suffolk.

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CADILLAC FLEETWOOD SEDAN 1992, hood emblem/badge, in gold please wanted due to mindless vandalism, can anyone help please? Delco radio/cassette also required for same vehicle. Tel. 07950 398750. W Mids

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Miscellaneous

3 US CAR BOOKS packed colour plates, 50s, cars, large heavy tomes 687 pages, GT cars of the 50s, collectable cars 40-80 GT marques of America, £24 £8 p&p or collect Tel. 07570 447094. W Mids.

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CATALOGUE FOR Commercial Motor Show, 25th Anniversary Edition (1970), £10 plus p&p. Tel. 07812 709326.

CHAINSAW Husqvarna, petrol, good working order, £180. Tel. 01932 243106. Surrey.

CHALLENGER A4 LOG BOOK blue in colour, from early 70's, the one where you had to write in destination from and to. Any out there please give me a call. Tel. 08731 299757. Shrops. CHALWYN for 6 roadside lamps, c/w burners, all need a good clean up and repainting, buyer collects. £2500. Tel. 01579 382402. Cornwall.

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GARAGE PRESS screw type, about 10 ton, internal sizes, 50" high, 15" wide, £45 buyer to collect Tel. 01425 476837. Hants/Dorset border.

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INDUSTRIAL SEWING MACHINE for leather, any make considered, leather tools and other machinery also wanted. Can collect. Tel. 07919 081878, Hants.

IF YOU CAN COLLECT free to a good home, Old Glory magazines in binders from Jan 2003 to Dec 20. Tel. 01209 843808 Cornwall

JOB LOT of Classic American magazine for sale, text for issue details, best offers accepted. Tel. 07856 134986 (text only please). Gwent.

JOINERS. BRICKLAYERS, BUILDERS TOOLS all sorts, old and new. Tel. 07971 237780 for more details. Lancs.

LAMBSWOOL OVER RUGS one set, black, Rolls Royce quality, ultra thick, hardly used, great condition, cost £600 £150. Tel. 07833 551176. Glasgow.

LORCH LATHE Lorch 6mm lathe, boxed, full accessories, exc cond, £380; set castings and boiler materials 5in Boxhill, £250; four railway lamps. Tel. 01242 234963. Cheltenham, Glos. MAGAZINES: Old Glory No 1-280, £50; buyer collects. 5 Foster Patterns for casting, £30. Tel. 07968 645981. N

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PITMANS MOTORCYCLISTS LIBRARY to Book of the Rudge, Cade and Anstey, revised by W. C. Haycraft, Fourth Edition, 1938, very good condition, £90 ono. Tel. 01293 408948. W Sussex.

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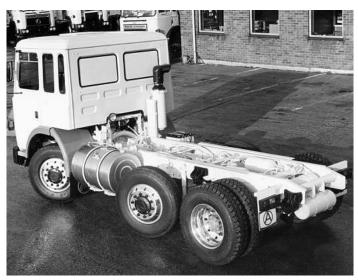
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This press photo is dated October 3, 1984, and shows Seddon Atkinson's centrepiece for the British International Motor Show, a 301 T22 L29. This was billed as Europe's lightest 6 x 2 38 tonne tractor unit. With a 278bhp Cummins LTA10-290 intercooled diesel, sleeper cab and the alloy wheel option, it weighed only 6412kg.



Here's a UK first. This DAF FAD2205DU was supplied to Taylor's Timber of Driffield, North Yorkshire, and was apparently the first of this type to be used on timber in the UK. The chassis had been altered with a 4ft 6in end of frame extension, and the SKB crane had a reach of 25ft and lifting capacity of 17,640lb.

More finds!

A couple of times over the last few months we've featured some of the miscellaneous photos that are gathering dust in our archives – and here's a few more.

Right: An Iveco Ford press photo now, showing a new 190.36 tractor unit joining the East Lothian fleet of Andrew Black. Note the trailer lifting axles and Bosch spotlights.





This Cargo 1715 is actually something a bit different, as it features a brewery delivery low-loader chassis package developed by the Special Vehicles Operations department of Iveco Ford.



Another Seddon Atkinson press release photo to introduce the new '01' cab featuring what the firm called 'essential luxury'.

Next month ONSALE APRIL 16, 2015



REDPATH REVISITED

For Les Baston, commercial lorry driving has been a way of life for nigh on 50 years, a fact he's recently celebrated by creating a replica of one of the first lorries he ever drove.

THE ONE AND ONLY

What's believed to be the only classic Terberg still working on the UK roads is the pride and joy of the Lincolnshire based father and son team of Peter and David Cosby. This 1984 massive Dutch/Swedish shifter has been part of their family for more than 20 years and while it may have lost an axle, Bob Tuck reckons it's lost none of its awesome presence and capability.



RYE CRACKER

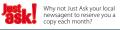
When Mark Chamberlain bought into the ownership of the long established John Jempson concern, he felt it only right he should champion the heritage of both the Jempson business and its home town of Rye in Sussex. In deciding to take on the restoration of the scattered remains of DYM 54 – a rare 1937 Commer N3 – he was to give Kevin Berry, and the rest of the Jempson team, a project they will never forget. But as Bob Tuck discovers while on the Commer's first road test drive since its restoration, the finished eye-catching four-wheeler is a huge testament to this team's high standard of expertise.







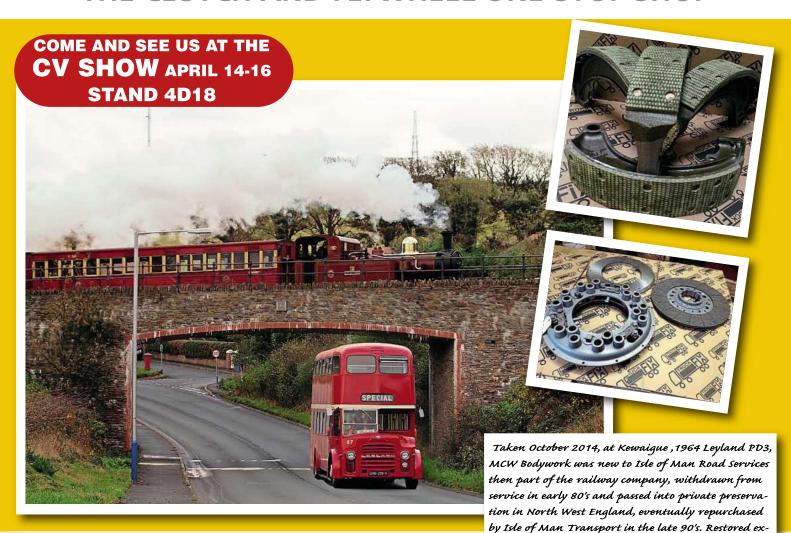
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Jurby. Truckfix overhauled brakes and the interior floors were replaced whilst the seats were retrimmed

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